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The Northwest Turnpike—and West Virginia[1]

By W. E. Brooks

The tale I am to tell you tonight *is the tale of a road!*[2] Some day I hope you will travel its winding distances, perhaps some day in late April when the dogwood and the redbud have touched the hills with a soft beauty, or when October comes to dress those hills with a more barbaric splendor. After you have left old Virginia behind at Winchester it will lead you through the heart of a great commonwealth, not only rich in beauty, but rich also in those things which add to the comfort and the wealth of peoples, growing richer daily in the means necessary for their fabrication, richest most in a strong resourceful race that has stood up under struggle and has refused to believe that defeat could be possible. You will follow the trail that the buffalo followed, and the Indian, and the pack-horse caravans of the trader, Westward bound with his beads and trinkets, Eastward bound with his furs. And the stage-coach which followed the trader; and the drover with his hogs and cattle for the hungry East; and the bright blue Conestoga wagons carrying the daring to the new lands of the West. Over portions of it came the hurry-

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[1] This address, based upon historical records of the famous old Northwest Turnpike, was delivered at a Newcomen Dinner held in Dr. Brooks' honor at the Union League Club, New York, on January 7, 1943, at which American Newcomen paid tribute to the West Virginia Committee, in The Newcomen Society of England. Dr. Brooks was introduced by Dr. Charles E. Lawall, President, West Virginia University, who is American Newcomen's Chairman in West Virginia.

[2] As one departs from the charming and historic mountain village of Romney, in the very heart of the Appalachians, and journeys along the famous old Northwest Turnpike *(now U. S. 50)*, one climbs mountain after mountain of the mysterious Blue Ridge ranges, through the hamlets of Augusta and Hanging Rock, until one comes upon a pleasant valley made lovelier by a quiet little Cacapon River. Here, on the farther bank and yet within the village of Capon Bridge, stands *an iron wayside marker* bearing a legend which does honor to the memory of *two men*. The legend reads:

"NORTHWESTERN TURNPIKE

"In 1784, Washington proposed the Northwestern Turnpike as an all Virginia route to Ohio. Authorized in 1827 and started in 1831, it remains a monument to the skill of its Engineers, *Charles Shaw and Colonel Claudius Crozet.*"

ing feet of Stonewall Jackson's "foot cavalry," and as well the men who wore the Blue in those first battles of the Civil War. In Clarksburg you will pass the site of the little house where Jackson was born, that great Captain whom Lee called his right arm; and in Grafton the place where the first Union soldier died in that vast struggle that was to claim so many. At many points along it you will find memorials of older battles than those of the Blue and Gray, faint traces of old frontier forts which played their part in the contest this West country knew between settler and savage for the land and its treasures. And when you reach its western end at Parkersburg, you can see, down the Ohio, Blennerhasset Island, where Aaron Burr abused the hospitality of an honest but stupid gentleman, and played on his credulity, and, as well, on his own credulity, while he laid his plans to seize Montezuma's empty throne and reign in Montezuma's halls, and then to pass on the imperial crown to the one person of whom he thought more than himself, the lovely Theodosia, his daughter.

Yes, it is rich in history, and it has played its part in the making of history. For it is what few who pass over it remember it to be, a road that led to revolution. It is the tangible reminder of an effort to placate a section whose rights had been long neglected by an arrogant group that held the power, an effort grudgingly begun and more grudgingly carried through. It illustrates what should be an axiom in the policies of peoples who seek to live in freedom, that the rights of minorities, however humble they may be, must always be respected—if for no higher reason than that of safety.

The rights of the men beyond the mountains in Virginia had been long neglected, if not scorned, by those who held the power East of the mountains. When the crisis of the Civil War gave opportunuity the Western man seized it, and effected the revolution that snapped the ancient ties that bound Virginia together, and gave birth to that West Virginia, which you have been graciously pleased to honor

here tonight. Through the tale of the events that led up to that denouement runs the tale of this road, the tale of concessions grudgingly given, grudgingly carried through, and which came too late. And as a result of that revolution the flag gained a new star, Lincoln his sorely needed shorter ways between his Eastern armies and those of the West, and the Union a bastion of defense in its struggle for its life, a bastion that stood as Gibraltar stands between the great munitions center of Pittsburgh and the gray hosts of Robert Lee. History, indeed!

Virginia was settled in the Tidewater, and the Tidewater shaped the fashion of its life and thought until the Civil War ended the ancient ways. Here arose a splendid civilization that had little regard for the march of time, imagining that as yesterday had been so tomorrow would always be. It planted its tobacco, it built its great houses, it turned over the care of its fields, the sweeping of its hearths, to its black servants; while it rode behind its foxhounds, and danced as candles guttered and fiddles played. Or it sat on its porches and thought of the richness of its life, with a mint julep at its elbow, until the tradition grew in the deeper South that mint grew best on the grave of a dead Virginian. Beyond the Tidewater lay the Piedmont, and beyond the Piedmont the mountains, and beyond the mountains a new land which called the young and daring from the great houses and the many to whom the great houses never opened their doors. These took the trails to the Transmontane.

Among these was a certain young surveyor named George Washington. His distinction was that he had eyes that saw far beyond those of most of the men of his time, certainly far beyond those of the Tidewater. And what he found beyond the ranges was a land of rich opportunity, a land that was ever to call him back on arduous journeys for the rest of his days. We have so fixed our attention on the vastness of his services as commander of our armies in the struggle for Independence, and as the President whose careful hand did so much to start us on the road

to our present eminence, that we have largely overlooked that he was one of the earliest of the daring explorers and shrewd clear-headed investors to set foot on the soil of the old West. In 1748 he was surveying the Fairfax lands on the Upper Potomac. And in the years that followed he went further into the West, on his military missions in the French war, and again in 1770, when he made his long journey by canoe down the Ohio from Fort Pitt to the mouth of the Great Kanawha River and back again. Then after independence had been won he made another trip to view the possibilities of a waterways connection between the East and the Great Lakes through Central New York. On his return journey he rested a while at Princeton, where once he had fought a battle, and there he wrote his friend, the Chevalier de Chastellux, of the ideas that had been shaping in his mind as to the future of the Western country: "I could not help," he declared, "taking a more extensive view of the vast inland navigation of these United States and could not but be struck by the immense extent and importance of it, and of the goodness of that Providence which has dealt to us with so profuse a hand. Would to God we may have wisdom enough to improve them. I shall not rest contented till I have explored the Western country and traversed those lines, or a great part of them, which have given bounds to a new empire." Nor did he rest contented until he had. Nine months later he started on what was to be the last of his explorations, before the responsibilities of putting the nation into shape to weather the storms ahead ended that phase of his career. He followed Braddock's old road to the Youghiogheny, then visited his lands in Washington County, Pennsylvania, and began his return trip with the intention of examining the possibility of better communications between the Tidewater and the Transmontane by the way of the Youghiogheny or Cheat Rivers and the Potomac. This was to remain one of the great interests of his life. His writings are full of that interest.

He appreciated, as one who had invested in large hold-

ings of Western lands, the importance of the economic advantages to be derived from better communications between Eastern and Western Virginia, but a larger place in his thoughts was given to the political advantages. He saw the possibility of the revolution which was finally to come to pass, that the Transmontane might break away because it thought it had no part in Virginia. The closing words of the memorable passage written on October 4th, after his return, in his *Diary,* in which he sums up the observations made on his journey indicate what he was thinking on the matter: "The certain consequence therefore of an attempt to restrain the extension of the Navigation of these Rivers, (so consonant with the interest of these people) or to impose any extra: duties upon the exports, or imports, to, or from another State, would be a separation of the Western Settlers from the old & more interior government; toward *which there is not wanting a disposition at this moment in the former.*"

The fear of these "certain consequences" was not the result of a feverish imagination. Washington knew these men of the Western country. They had been among the most daring of his soldiers, and he knew that as they had won their rights from the politically powerful beyond the seas so they would demand them from the new masters of the Tidewater. So he argues in the "Summary": "Let us open a good communication with the Settlements west of us—extend the inland Navigation as far as it can be done with convenience—and Shew them by this means, how easy it is to bring the produce of their Lands to our Markets, and see how astonishingly our exports will be increased; and these States benefitted in a commercial point of view—wch alone is an object of such Magnitude as to claim our closest attention—and when the subject is considered in a political point of view, it appears of much greater importance.

"No well informed Mind need to be told, that the flanks and rear of the United territory are possessed by other forces, and formidable ones too—nor how necessary it is

to apply the cement of interest to bind all parts of it together, by one indisoluble bond—particularly the middle States with the Country immediately back of them—for what ties, let me ask, should we have upon those people; and how entirely unconnected sho[d] we be with them if the Spaniard on their right or great Britain on their left, instead of throwing stumbling blocks in their way as they now do, should invite their trade and seek alliances with them? What, when they get strength, which will be sooner than is generally imagined (from the emigration of Foreigners who have no predeliction for us, as well as from the removel of our own Citizens) may be the consequence of their having formed such connections and alliances, requires no uncommon foresight to predict." "The way is plain," he continues, "& the expence, comparitively speaking deserves not a thought, so great would be the prize—The Western Inhabitants would do their part toward accomplishing it—weak as they now are, they would, I am pursuaded meet us half way rather than be driven into the arms of, or be in any wise dependent upon, foreigners; the consequence of which would be a seperation, or a War.—The way to avoid both, happily for us, is easy, and dictated by our clearest interest.—It is to open a wider door, and make a smooth way for the Produce of that Country to pass to our markets before the trade may get into another channel."

This was the doctrine he was to preach the rest of his life. It was in order that he might see the situation for himself and perhaps discover some way to open that "wider door" and "make that smooth way" that he had taken the long hard journey. Let it be remembered that he had already passed the half century before he began it, after a life of strenuous endeavor, and that Mt. Vernon and its peace made a strong claim on him. Its porches were wide when the evening came and one could watch the slow ships passing on the Potomac below the hill. Pleasanter this than a stumbling horse on a mountain trail. But he left it behind to ride six hundred miles through

a wild rough country, sometimes sleeping on the ground "with no other shelter or cover than my cloak," or in cabins where, like Bishop Asbury a few years later, he wished that he were sleeping on the ground. The *Diary* describes one such September day: "We started at the dawning of day, and passing along a small path much enclosed with weeds and bushes, loaded with Water from the overnight's rain & the showers which were continually falling, we had an uncomfortable travel to one Charles friends, about 10 Miles; where we could get nothing for our horses and only boiled Corn for ourselves." The road must have been pretty bad, for Washington was not a man to spend much time describing his discomforts, as any reader of the *Diaries* knows.

From other travelers through the Transmontane we get a more vivid picture of what men had to suffer who essayed the journey over the mountains in those years, which lends point to Washington's arguments. Two years later Bishop Asbury, riding Eastward over these same "roads," after one of his visitations to the Western settlements, recorded in his Journal: "I have in six days ridden about one hundred and fifty miles on as bad roads as any I have seen on the continent." In July, 1788, he crossed again: "We had to cross the Allegheny Mountains again at a bad passage. Our course lay over mountains and through valleys and the mud and mire were such as might scarcely be expected in December. We journeyed on through devious lonely wilds, where no food might be found except what grew in the woods or was carried with us. . . This country will require much work to make it tolerable."

Twenty-five years later it was no better. Elbridge Gerry, Jr., son of the then Vice-President of the United States, took a horseback trip through the Transmontane, returning over the rough trails that covered the country now traversed by our road. His *Diary* is filled with his wails over the road conditions, wagons broken down in the ruts, horses lost in mudholes. Here is what he saw after the

Alleghenies had been left behind: "For the last 20 miles, the country has equalled the finest; as for the road, part has equalled the worst. . . . 12 horses could with their utmost exertions draw a waggon over it. The stage with one passenger came over it by stopping every 4 rods. On the sides fragments of broken wheels were laid. With the greatest toil and labour my horse drew the empty carriage over it, sometimes compelled to raise himself on his hind feet and with the assistance of the falling weight of his body to draw the carriage from the deep holes which fill the road." All of these journeys were made in the summer. What must it have been in the winter! With roads like this leading East it is little wonder that the eyes of settlers seeking routes for trade turned to the West where every river led to the Gulf, and not a mudhole all the way. Or that the eyes of Washington saw the need of action if Virginia was to hold the loyalty of its Western section. How greatly he was interested in the future of the Western country may be seen in a warning which he gave after this last journey, which, had it been heeded would have had a far-reaching effect on the economic development of West Virginia as well as other sections of our land. In a letter to Richard Henry Lee, then President of the Continental Congress, written in December, 1784, he says: "Would there be any impropriety, do you think, Sir, in reserving for special sale all mines, minerals and salt springs, in the general grants of land from the United States? The public, instead of the few knowing ones, might in that case receive the benefits which proceed from the sale of them without infringing any rule of justice that occurs to me, or their own laws. . . . Though you cannot stop the road it is yet in your power to mark the way; a little while, and you will not be able to do either. It is easier to prevent than to remedy an evil."

But years were to pass before any real effort was made to heed Washington's warning of the necessity of "a smooth way." The Tidewater did not greatly care. Why indeed, as the Tidewater looked at things, should it care?

Past its great houses swept a network of rivers, to give passage to its barges and its black boatmen, and so it was easy to go everywhere it cared to go. And there were roads enough to reach the big houses that could not be reached by the rivers, and why should it bother its head about how men got across mountains which it never expected to pass? Besides, that Western country was, as Turner points out, "in many respects, an extension from Pennsylvania, with strong Scotch-Irish and German elements, a land controlled (particularly on its western borders) by a relatively nonslaveholding, pioneer society, while the lowland Tidewater was made up of slaveholding planters, descendants of seventeenth century English stock." These differences in background, this failure to care, must be kept in mind in any endeavor to understand the reasons for the cleavage which was to follow. A further reason for the Tidewater's attitude was that such internal improvements as were necessary meant additional revenue from taxable slave property, of which the Tidewater owned by far the greater part. So sectional and group interest denied the vision of the Statesman, and Washington went to his grave without his "smooth way" being realized. Some attempts were made, in which he shared, to solve the problem through canals, but the physical difficulties in such a scheme were too great and the canals never reached the section that needed them most. And the roads remained bottomless and impassable.

After Waterloo many of the veterans of both Wellington's and Napoleon's armies left Europe and its wars behind to seek freedom and homes in a new land, and the Western country received most of them. Many also from the coastal settlements, younger sons, and those who were there denied the chance they sought, followed, and the West began to fill up. The Indian had been pushed further on and there was room for all who came. But as the State was apportioned for representation in the Assembly, the Tidewater held the control, and its senators and delegates lent a deaf ear to any appeals for State aid for road build-

ing. The Tidewater had held this control since the Constitutional Convention of 1776 when the Colony renounced its allegiance to King George. That Convention disclosed the rift in the thought of the two sections which was to loom large in the mind of Washington. A compromise was effected between the conservative East and the radical West by which the Frontier won its demand for separation from Great Britain while the Constitution adopted reflected the political ideas of the Tidewater. In its suffrage was limited by property qualifications, and representation governed by districts rather than by population. Through this the Tidewater gained and held political control of the State and refused for long years to give it up through reapportionment. And without reapportionment the pleas of the West for internal improvements were of no avail.

With the coming of the new century and the growth of the movement of new peoples to the West the nation began to be road-conscious. Jefferson's purchase of the broad, rich territories of Louisiana added to the necessity for communications and the War of 1812 brought another argument to the growing demand in the name of national defense. A movement for Federal aid to build roads to the West had begun in the Congress in 1806 with the initial appropriation for the National Road, the present U. S. 40. The Virginia representatives in the Congress opposed the movement, holding that all such matters were in the province of the States. This added to the dissatisfaction of the West, which found expression in the Staunton Convention of 1816, when representatives of thirty Valley and Transmontane Counties met to demand the calling of a Constitutional Convention which would reform the system of representation, provide for a new apportionment, and expand the suffrage. The determination shown in this gathering proved to the East that something had to be done to meet the growing tide of discontent. So while it refused to give up its political control it did throw a sop to Cerberus by the passage of the Turnpike Act in the Assembly of 1816. Washington's "smooth way" was beginning to take

form, a generation after he had urged it on his fellow Virginians. For the West was beginning to sense its power and to realize clearly that the political structure of Virginia was what held it impotent.

Its economic development was proceeding rapidly in spite of its handicaps. The charcoal iron industry along the Cheat River near Morgantown was one of the largest in the Western country. Sheep raising was profitable on its rolling hills covered with blue grass. Wheeling had achieved the beginnings of the industrial center that it was later to become. The completion of the National Road to Wheeling in 1818 made it a competitor with Pittsburgh as a shipping center to the farther west. In 1822 one of the five commission houses there located unloaded one thousand and eighty-one wagons, averaging three thousand five hundred pounds apiece. Sturdy settlers came pouring in. But the leaders of the East, while they began to yield to the demand for better communications still were obsessed with the idea that canals were the answer, while the West demanded roads.

Two things finally compelled that Turnpike Act to be implemented. The National Road was finished and Claudius Crozet became Chief Engineer of the Board of Public Works. The finishing of the National Road had carried the stream of commerce away from Virginia, and Baltimore merchants began to get far more business than did those of Richmond. A contemporary traveler records in the early Twenties that "this wonderful road was filled with one vast moving throng." He speaks of "seeing fifty-two wagons with six to eight horses to a wagon in sight on the road at one time, and four thousand head of cattle quartered in one place over night." Thirty or more stages passed in each direction daily, together with numberless pack-trains and the great lumbering wagons of the seekers of new homes. The success of the road that was passing Virginia by made action imperative on a road that would be Virginia's own. Or at least Western Virginia so thought, and so loudly declared.

The coming of Crozet provided the man to meet the demand. He had been an engineer officer in Napoleon's army, one of the few that had survived the horrors of the Russian campaign. He knew the value of good roads, for while on his way to Waterloo he had been ordered back to bring up ammunition; and he said long afterward that "if bad roads had not delayed him and he had been able to deliver the needed ammunition, the story of Waterloo would have been different." Coming to the United States in 1816 he was appointed Professor of Mathematics at West Point. He was called from this post in 1823 to carry out the program of road building which Virginia reluctantly began under the combined pressure of the West and the Richmond merchants.

He was not able to build as he desired. The East had changed its tactics but it had not changed its mind, and as the appropriations came slowly the work went forward slowly. So great were the difficulties imposed that his patience wore out and in 1832 he resigned. After five years of muddling he was recalled, and under his direction the road was finished. Benjamin Latrobe was afterward to call it "the finest mountain road in the country." It is significant that few important changes have since been made in the grades and routes that he established.

Only for a short time was the Road to have great success as a carrier of passengers and freight. The turnpike era definitely passed with the coming of the railroad. The blindness of the Tidewater was again demonstrated in its refusal to heed Crozet's warning as to the meaning of this new means of transportation, and in its insistence on continuing its program of canal building. To protect these canal projects the Assembly continued to put difficulties in the way of the B. and O. railroad which was to traverse the northwestern counties. These restrictions held up its construction and added fresh fuel to the fire of the anger of the people of the era. When the railroad finally was completed to Wheeling on January 12, 1853, the toasts at the banquet, given to celebrate the event, added further

proof, if proof were needed, that the separation of the West from the Tidewater awaited only an occasion. The occasion came when Virginia, again against the protests of the West, cast in her lot with the Confederacy just eight years later. The revolution, for it was no less than that, tore asunder the Old Dominion, and set up the New. Washington's fears of political action that would follow the East's disregard of its needs were realized, in this event which had the profoundest effect on the fortunes of that conflict of the Sixties, as has been already indicated. The Northwest Turnpike had failed in what the reluctant hands that called it into being had hoped it might do, bind the sections together. A phrase we have heard often in these latter years set forth the reason: "Too little and too late."

Today, if you would see beauty, it invites you to climb its easy grades to where you catch the sweep of mountain ridge on mountain ridge stretching away to where the blue shuts off the distance. Or to follow down some mountain side the track, which it seems only a giant's finger could have traced, into some broad valley, where red cattle feed—"defense industries," surely, turning blue grass into food for fighting men and a fighting nation. . . And perhaps as you go you will catch—if the ears of memory are keen—the echoes of Stonewall's bugles, or the creak of saddle leather as Jones's raiders ride swaggering by. Or perhaps the rumble of Conestoga wagons, or the tinkle of pack-horse bells, or the soft thud of Indian moccasins taking the war-path again. Oh, it has seen history, this winding old road! It has helped to make history. Along it events traveled that gave birth to a State, a great state—and greater yet to be.

From Baltimore to Wheeling[1]

By S. T. DeJournett

After the French and Indian War, which formally began in May, 1756, and ended by the signing of the preliminary articles of peace in 1762, there was a great migratory move westward. This migration extended, in general, over the vast plains and Piedmont region east of the Allegheny Mountains, with a few scattered settlements reaching on across the mountains into the fertile valleys of eastern Tennessee, north central Kentucky, southwestern Pennsylvania, northwestern Virginia, Mohawk River Valley, Finger Lakes region of central New York, New Hampshire, Vermont, and the southern coast of Maine. Of course, this move was accelerated by the results of the American Revolution.

There were three factors mainly responsible for the great migration westward. First, as a result of the French and Indian War, this territory immediately west of the mountains was virtually freed from the Indians. This made traveling and settling fairly safe for the newcomers. Second, the territory, which was formerly French, now belonged to the English. In other words, there was not that international boundary that had formerly existed. Third, after the revolution, the vast amount of territory extending on west of the mountains had been ceded to the colonies by the British. This land extended to the Mississippi River.

In 1803 that vast territory west of the Mississippi River known as the Louisiana Territory was purchased from France, practically doubling the area of the colonies.

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[1] Among the books consulted in the preparation of this article were: *The West in American History*, by D. E. Clark; *When Railroads Were New*, by Charles Fredrick Carter; *The Story of the Baltimore and Ohio Railroad*, by Edward Hungerford; *One Hundred Years of American Railroading*, by John W. Starr, Jr.; *An Address on the Occasion of the Opening of the Willard Hotel in Grafton, West Virginia*, April 17, 1912, by Daniel Willard; Communications addressed to the Baltimore and Ohio regarding the construction of the railroad, 1845; Railroad convention proceedings, Clarksburg, West Virginia, 1844.

It was upon this vast region west of the Allegheny Mountains that the main industry of the colonies depended, namely the fur trade. France and England had vied for this trade from the beginning of the first settlements. The French and Indian War had been fought partially because of it. The traders had suffered hardships and trials, and even death grasping after this profitable business. Indian raids were frequent and many times trading posts were completely exterminated, all inhabitants being killed. But still these traders pushed on westward. Trading posts were established in the Ohio and Mississippi valleys, and the rich and profitable business continued to expand.

One barrier still remained, however, which loomed as a nightmare to the traders, i.e., the Allegheny Mountains. For this reason water transportation had to be depended upon mainly. In order to get to this western territory, the traders must ascend the Potomac River, make an overland journey to the Ohio, usually at Pittsburgh, then float down the Ohio to the Mississippi, then on to the Gulf of Mexico. Another popular route for the settlements of the northern territories was to follow the Hudson and Mohawk rivers on to the Lakes. Then by lake through Niagara to Lake Erie. From here there was a short portage to be made to connect with the Allegheny River. After reaching the Allegheny, the traders could float down to the Ohio River, and on to the Mississippi. Because of the many hardships encountered on these long and perilous journeys, the Mississippi River soon became the favorite mode of travel, however, the method of approach of this river changed. The traders began traveling to the river by boat from the East, down the coast through the Gulf of Mexico to the mouth of the Mississippi, then up the Mississippi to the posts. Especially was this method of travel used in getting the furs to the East.

Following this traders' frontier came the agriculture frontier, which led to the settlement of this territory permanently. This fact necessarily caused the rapid growth

of New Orleans as a commercial center at the expense of the eastern seaboard cities which had formerly enjoyed this business. It was because of this that the East began seeking methods of reaching the "West" quicker and more directly than by the old routes. They hoped to regain the business of the West and establish themselves as great ports of the Atlantic coast and gateway cities to the west.

In order to establish themselves as great cities, so far as transportation to the West was concerned, attention was quite naturally directed to canal construction, as this means of transportation was already in use in Europe, and the peoples were familiar with it. Consequently, New York made its bid for supremacy by the construction of the Erie Canal connecting the Hudson River with Lake Erie at Buffalo (1825). Pennsylvania, not to be outdone by New York, constructed the "Pennsylvania System," which consisted of a series of canals, tramways, and inclined planes over the mountains, which connected Philadelphia with the Ohio River at Pittsburgh (1826).

Even prior to this period of canal building, work had begun on the construction of a "highway" which was to connect Baltimore, Maryland, with Wheeling, Virginia, on the Ohio. As there already existed a road of this type from Baltimore to Washington, then on to Cumberland, Maryland, the new Cumberland Road was to be constructed from this point on westward to the Ohio. After many delays and much hardship this road was finally completed about 1818 to the Ohio at Wheeling. By this time the first part constructed was in dire need of repair, of which very little was received. Consequently, Virginia and Maryland began seeking location for a water route to connect the Chesapeake Bay with the Ohio. The result was the organization of the Washington Potomac Company for the purpose of constructing the Chesapeake and Ohio Canal. This canal was to run along the Potomac River to Cumberland, thence across the mountains to the Youghiogheny River which connected with the Ohio. This project was completed as far as Cumberland by 1850 at the cost of

$11,000,000, and never extended farther. The reason for this was the beginning of a new adventure in transportation in American history, the railroad.

According to Lathrobe, counsel of the Baltimore and Ohio Railroad and historian, as quoted by Hungerford's *Story of the Baltimore and Ohio Railroad, 1827-1927,* the construction of a railroad was first given serious attention at a dinner in the home of Colonel John Eager Howard of Baltimore in the fall of 1826. Present at this dinner was Evan Thomas, brother of Phillip Thomas, a quaker merchant of Baltimore. He had just returned from England where he had inspected the Stockton and Darlington Railroad. Mr. Thomas gave a vivid picture of the new enterprise, which was listened to by the dinner guests with great interest. In the days and months that followed, the discussions increased with mounting interest, until on the evening of February 2, 1827, a meeting was held at the home of George Brown, a banker, for the purpose of considering the merits of the railroad as a means of connecting the eastern seaboard with the western markets. After much discussion, the meeting was adjourned to meet again in ten days. According to Carter in *When Railroads Were New,* this second meeting was the first held to consider the new project. He states in his book that this meeting was an outgrowth of a letter received by Phillip Thomas from Evan Thomas who was still in England. On this point of the first meeting authors differ. Suffice it to say that from February 2, 1827, serious consideration was given to the possibilities of the railroad. Hence, it is trivial whether the first meeting was in the fall of 1826 or in February of 1827, for certainly nothing was done until the meeting of February 12, 1827, which was attended by about twenty-five of the most influential men of Baltimore. After weighing the possibilities of the increase of the western market, it was decided to have J. V. L. McMahon, a young lawyer twenty-seven years of age, draw up a charter. So skilfully was this done that that charter has served as a model for every similar document drawn since

then. Sixteen days later the Maryland Legislature passed the act of incorporation of the Baltimore and Ohio Railroad, and the company was organized on April 24, 1827.

In order to raise the necessary capital of $3,000,000 for this new enterprise, the State of Maryland subscribed $500,000, and the City of Baltimore $500,000, with the remaining $2,000,000 being left for public subscription which was much over subscribed.

For the next several months, engineers were busy in the fields inspecting the nine miles of Mauch Chunk Railway in Pennsylvania and the three miles of horse drawn road at Quincy, Massachusetts. A report was finally made by the engineers on the 5th of April, 1828. Approximately three months later, July 4, 1828, the corner-stone was laid for the new enterprise, by Charles Carroll of Carrollton, then ninety years old, the only remaining signer of the Declaration of Independence, according to Hungerford. When Carroll had laid down his trowel, he is reported to have said to President Thomas, president of the newly organized corporation, "I consider this among the most important acts of my life, second only to the signing of the Declaration of Independence, if even it be second to that."

By May, 1830, twenty-five miles of grading had been completed and the rails partially laid. On Monday, May 24, regular service began between Baltimore and Ellicott's Mills thirteen miles distant, with the "brigade of cars" being drawn by horse. The road had cost $17,000 a mile for this first section which was far above the estimated cost of construction.

It is interesting and strange to note the method of construction used. After the ground had been leveled off, two holes, twenty inches wide, two feet long, and two feet deep, were dug four feet apart. These were filled with broken stone. Then a trench six inches deep was dug from one hole to the other and filled with broken stone, and on this a cedar sleeper seven feet long was adjusted with a spirit-level. Notches were cut in these sleepers into which yellow pine stringers, or rails twelve to twenty-four feet

long and six inches square were carefully fitted and fastened with wedges. When a thin strip of iron had been nailed to the wooden stringers with four inch wrought iron nails, the track was complete. After several miles had been finished in this manner, slabs of granite were substituted for the cedar sleepers.

When the first "brigade of cars" made their initial run, it was estimated that they attained the extraordinary speed of fifteen miles an hour. However, the officers and directors of the railroad began to feel that the demonstration was not a success, for they feared that cars drawn by horses would never become profitable. As a result much experimenting was done with new methods of power. The most unique creation was that of Evan Thomas. This consisted of an overgrown clothes basket mounted on railroad wheels, using a sail for power. This idea worked beautifully as long as there was a wind, but that was a feature of nature that couldn't be controlled, hence the idea came to naught, as far as practicability was concerned. Horsepower of the treadmill pattern was tried, but ended in a carload of directors being dumped in a ditch and much razzing by the newspapers, all because a cow refused to move off the track, and the car had no effective brakes. The next idea was the steam locomotive; however, Stephenson, of England, assured the directors that it wouldn't work on the American railroads because of the sharp curves. Peter Cooper, a famous philanthropist of New York, came to the rescue by personally constructing the first American-made locomotive, called the "Tom Thumb" because of its size. On the trial run to Ellicott's Mills the engine attained the unheard-of speed of eighteen miles an hour. It was predicted at the time that the steam locomotive would be impractical because traveling at such tremendous speed, it would be impossible for a person to breathe. However, the "Tom Thumb" served to show the possibilities of steam locomotion.

After much financial difficulty, the road was finally completed to Point of Rocks, on the Potomac, by April 1,

1832, a distance of seventy-two miles from Baltimore. The rates charged on this road were as follows:

West Bound freight
A toll not to exceed one cent per mile/ton.
Three cents per mile/ton for transportation.

East Bound freight
A toll not to exceed three cents per mile/ton.
Three cents transportation charges.

The construction of the railroad was to cease for over a year because of the Chesapeake and Ohio Canal Company, which disputed the right of the railroad to occupy the narrow valley of the Potomac beyond Point of Rocks. It was finally decided that construction should go ahead jointly. The railroad and the canal should be built side by side with a fence in between to keep the horses drawing the canal boats from getting on the tracks. Finally the road was put through to Cumberland, Maryland by November 5, 1842, a distance of one hundred and seventy-eight miles from Baltimore. The effect of the extension was manifested in an increase of earnings from three hundred ninety-one thousand dollars the year before reaching Cumberland to five hundred seventy-five thousand two hundred thirty-five dollars the following year, notwithstanding a reduction in passenger rates.

While the main line was having all this trouble and delays, a branch line under the name of Baltimore and Washington Railroad was organized March 9, 1833, to build a line from Baltimore to Washington. After a considerable amount of labor troubles, the road was finished and opened August 25, 1835. It was on this line that the modern system of mail transportation was initiated.

The original company, Baltimore and Ohio, was having considerable trouble trying to raise money for the westward expansion of its road. The company's credit was not good and the state's bonds could not be sold in Europe because of the glut of American securities.. Finally, how-

ever, Thomas Swann, a financier, was able to dispose of $1,000,000 of the unsalable state bonds in London. This made possible the remaining construction to the Ohio River at Wheeling, December 24, 1852, and the first train entered Wheeling on January 1, 1853. This was not accomplished, however, without much difficulty, as is shown in a letter written by Benjamin H. Lathrobe, Chief Engineer, to the stockholders of the company in a general meeting in Baltimore, July 11, 1845. In this letter he outlines the cost (estimated) to construct the line to various points on the Ohio, as well as the distance and time necessary for each. The Virginia Legislature demanded that the road terminate at Wheeling on the Ohio, which was the most costly of all the proposed routes. At the same time the citizens of Wheeling were not allowed to subscribe for stock in this company to help finance the enterprise. Pennsylvania made a bid to get the road to terminate at Pittsburgh, as is indicated by a letter of July 12, 1845, to the president of the railroad, from a committee in Pittsburgh. However, Virginia relented somewhat with the thought of losing the road and allowed the citizens of Wheeling to subscribe for $1,000,000 of stock, consequently the road was pushed ahead to Wheeling. Five years later a branch line from Grafton entered Parkersburg.

The iron horse breathing fire and smoke from its nostrils had begun its epic journey on American soil. The future destiny of this beast was so far beyond human conception that the greatest minds of the day failed to visualize the momentous gravity of this new departure in transportation. Some of the more radical "prophets" even went so far as to predict that the day would come eventually when people would be whisked across the country side at the inconceivable rate of twenty-five to thirty miles per hour.

History of the DeHaven Family

By Howard DeHaven Ross*
(contributed by richard m. riley)

The Jacob DeHaven Revolutionary Loan

Reverse the wheels of time, roll them back for a century or more to the long and dreary winter of 1777-78, and review the pitiable condition of the Revolutionary Army under Washington encamped at Valley Forge, exposed to winter's piercing cold, to drifting snows and chilling blasts. The handful of distressed and famishing troops, perishing with want, were left almost destitute, suffering almost indescribable hardships and privations from hunger and cold. The state of the army was growing more and more a subject of solicitude to Washington. The soldiers were ill clad, poorly fed and worse paid. They were left without blankets or shoes, without provisions, ammunition or money, with danger, famine, sickness and death staring them in the face. What could be expected of them but mutiny or desertion. Congress had no supplies nor money. The country was in a wretched pecuniary condition. The currency was depreciated and public credit was gone. Washington turned to the citizens of Pennsylvania at this alarming crisis. He wrote President Reed of Pennsylvania entreating aid and relief. Said he, "We have never experienced a like extremity at any period of the war. Every idea you can form of our distress will fall far short of the reality. Unless aid comes our affairs must soon become desperate beyond the possibility of recovery. The army must disband or starve. This is a decisive moment—one of the most. I will go further and say the most important America has ever seen. The crisis in every point of view is extraordinary and extraordinary expedients

* This short sketch of the DeHaven Family was written by Howard DeHaven Ross, PhD., University of Pennsylvania, and privately printed by him in 1894. The contributor, Dr. Richard M. Riley, of Nutter Fort, West Virginia, is a descendant.

are necessary. I am decided in this opinion. This is a time to hazard and to take a tone of energy and decision and by one great exertion put an end to the war. All parties but the disaffected will acquiesce in the necessity and give it their support."

Great efforts were made to borrow money which was not less efficient at that time than valor and wisdom in the field. Relief came at length by liberal contributions made by a few individuals. Then it was that Jacob DeHaven among others, being appealed to for aid, nobly responded by advancing the Continental Government $450,000.00[1] through Robert Morris, the financier of the Revolution, at the head of the government finances at the time. The contribution of DeHaven was made in a spirit of broad, generous and self-sacrificing patriotism to cheer the winter gloom and relieve the pressing wants of the poor destitute soldiers, thus bearing testimony to his sincere loyalty and unselfish devotion with patriotic fidelity in the cause of American Independence. He came to the service of his country in the hours of the deepest distress and most trying perplexities of the long and painful struggle, espousing and trusting her when fortunes were gloomy and hopes, but for the intense zeal and beneficent gifts of her patriots, well nigh crushed. He played a grand and imposing role in the great drama of the Revolution, that involved the greatest consequences to the struggling colonies. It is difficult for us who live in the strength and glory of our Republic at the present enjoyment to look back through the long stretch of a century, and more and more realize with what sacrifices to private interest, domestic and internal tranquility, our forefathers administered relief to the country's needs. None more richly merit the distinguished consideration of posterity in monumenting their fame than these, to whom we are indebted beyond computation.

The DeHavens also contributed further of supplies to

[1] This was in 1777. The greater part of this sum was advanced in specie (gold) while the balance was turned into cash from securities on his lands. The present amount of the loan with the accumulation of interest for more than a century will aggregate over $4,000,000.00.

the army while at Valley Forge from their lands which were within the shadow of that historic camp, on the west bank of the Schuykill only three miles away. General Washington ordered that all persons residing in the community be required to thrash grain under penalty of its seizure. The necessity of the order was extremely painful to Washington. The DeHavens suffered loss from pillage at the hands of the army.[2] The Government regularly acknowledged the loan of Jacob DeHaven at the time and sometime afterwards offered to reimburse him in continental money (script) but that he declined to accept in return for the gold he had advanced, because of the depleted condition of the National Treasury, the Government being unable for many years to meet even the interest on the public debt.[3] Subsequently in the 50's, of the present century [19th] DeHaven heirs presented their claim before Congress and the effort for its recovery was in good shape when the Civil War broke out, and the chaotic condition of the country during that period prevented these claimants from effecting a return of the money. Again in the 70's a bill was presented to Congress which was referred to the Senate Judiciary Committee but was afterwards withdrawn by consent to prevent unfavorable action, owing, it is supposed, to demands upon the treasury from other directions and probably for lack of evidence and proof at hand to warrant its success.[4] It is not known positively whether DeHaven received any loan office certificates for money or supplies given the Government. The debt was never funded or redeemed and is commonly thought to be part of the unsubscribed Government debt.

Tradition and history both substantiate the loan. The

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[2] In the latter part of the summer of 1796 and as his term as President was about to expire, Washington visited these lands in the vicinity of Valley Forge to see how far the desolate fields and the families had recovered from the distress they had experienced.

[3] The country became flooded with a continental currency irredeemable and of no intrinsic value and with increased issues.

[4] It was for a while supposed that record of the loan in the Treasury at Washington had been destroyed when the Government buildings were burned by the British in 1814 but it is now claimed certain documentary evidence of the loan is attainable from the State and Treasury Departments records at Washington. This is given as authoritative by the late Hon. James G. Blaine, ex-Secretary of State.

family is in possession of a number of old papers relative to the case. There is in possession of the family a number of old affidavits of persons testifying of having known Jacob DeHaven, that he loaned the Government money and that our family is lawful heir to the money. An old affidavit reads, "The fact of his loaning all his means to the Government was well known to the neighborhood and his friends at the time." Descent of the family is traceable in old family deeds and in the old family Bibles. DeHaven had papers which were destroyed at his death. It was once claimed that he held Government bonds to show for the money but this is not probable. An old family Bible is said to have once contained a receipt from the Government for money loaned it by DeHaven, sealed to a leaf therein by the red seal of the United States Government. This seal and attached receipt are missing, said to have been torn from the leaf and stolen from the family in 1859, but is supposed to be still in existence and yet attainable. (The torn leaf gives a record of births and deaths in the family and contains the word, *money,* written on the margin.) Then the matter was dropped until the present agitation. Local proceedings have now been begun in Washington, D. C., by the legal heirs of Jacob DeHaven to recover the loan from the Government. The descendants have scattered throughout the country, though most of them reside in Eastern Pennsylvania.

A sacred regard for public justice demands a discharge of this debt, incurred in the public service for the common good. It was part of the price of liberty. The debt could not have had a more sacred origin. As Washington says of the Revolutionary debt, "It is more than a common debt, it is a debt of honor, it is a debt of gratitude. It cannot be disregarded without a breach of faith and violation of contract." The long delay of national justice and deferred hope has caused distress in the family. We ask justice, not charity, of a free and prosperous people, as a public blessing for the sake of national honor.

Think of the innumerable blessings we now share in

the enjoyment of life, liberty and pursuit of happiness which our forefathers secured to us by the painful struggle and which they bequeathed to posterity as a heritage forever in peace, plenty and security. Progress and prosperity have borne us rich fruits through the various pursuits of honest industry and enterprise. Time has developed our unequalled resources, trade, commerce, and manufactures have flourished. Through the restoration of hope and confidence, the national as well as individual wealth has increased beyond all precedent, until we now behold with the progress of a century, the greatest, the richest and most glorious nation and government on the face of the globe, as the triumphs of an illustrious people and a perpetual monument to the founders of American Independence. May then the liberty and independence won by our forefathers at that ransomed price contribute to our peace, honor and glory, our virtue, wisdom and perpetual happiness, and our common defence and general welfare now and forever; may the Government "of the people, by the people and for the people," instituted for the protection to the permanent enjoyment of liberty be perpetuated and sacredly maintained under one flag, one country, and one people forever more; and may ample justice be done here—the choicest flowers both here and hereafter attend—those who, under the divine auspices, have secured innumerable blessings to us all.

THE DEHAVEN GENEALOGY

Jacob DeHaven of Revolutionary fame, wealthy Frenchman by birth and ancestry, emigrated to America with his three brothers, Samuel, Edward and Peter, in the anti-Revolutionary times. He came from the borders of France—the border province between France and Germany—between 1750 and '60. The DeHaven family was wealthy from the start in this country, being possessed of immense wealth for those days. The DeHavens (in France) made their money in vine culture (vineyards)

and brought it to America. The DeHavens settled with the Swedish settlement, near Swedeland at the Gulf, in Upper Merion Township, Montgomery County, Pennsylvania, where they located on a grant of land purchased of the Penns—known as one of the Penn grants— a strip seven or eight miles in length extending from Roxborough to the Gulf. The land was held by the elder brother, Jacob, for the others, who used its products later during the Revolution to supply the Continental Army while in this section of the country.[5] The DeHavens at one time held property in the city of Philadelphia. They owned the squares bounded by Race and Cherry, Fifth and Sixth Streets, with a row of houses at Fifth and Arch and a soap factory at Fifth and Cherry. They had tan vats on their estate.[6]

It is sad to state after his services rendered his country, that because of his sacrifice the later years of Jacob DeHaven's life was passed in deep pecuniary embarrassment, and that he died comparatively poor in the year 1812. His remains are supposed to lie in the old Swedes burying ground, though no tomb nor monument of any kind marks his resting place.[7]

An old resident described old Jacob DeHaven in his colonial costume as being six feet tall, stout, black eyes, prominent nose, long hair and chin whiskers both plaited in cues, with knee breeches and buckles at knees and on shoes.

Samuel, brother of Jacob, bore arms in the struggle as

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[5]It is positively known that the DeHavens owned much land in Montgomery County in the vicinity of West Conshocken and the Gulf, which fact is traceable to old deeds of the family. It is claimed that others holding part of the land, at present, have no clear title to it and that the unclaimed land today is worth upwards of $200,000.00.

[6] Tradition says that the DeHavens always had specie in bags around the house. Among other things the DeHavens at one time owned vessels running to the West Indies and it is supposed they made part of their fortune from this trade. When they settled in America they established tanneries at various places for making leather, bringing expert tanners from France to use them. The DeHavens donated the land to the old Swedes Church at Swedeland, upon which it was built, for which the descendants for all time to come were given a family birthright to lots in the burying grounds. All the early DeHavens were interred there and in fact they and their descendants make up almost exclusively the burials at that place.

[7] His later years were spent with his brother at the Gulf. Because of his troubles his mind weakened and he became rather dissipated in his old age. It is generally claimed that he was an old bachelor; others claim that he had died in infancy. It is positively known, however, that he left no lineal descendants and his estate would therefore be shared among his collateral heirs, i.e., his brothers or their heirs.

a Revolutionary soldier among those heroes who gave us the heritage of liberty and free government we enjoy.[8] He also gave money[9] and supplies to the army from his lands at the Gulf in Upper Merion, Montgomery County, Pennsylvania, where he lived and died. He donated the land to the Gulf Church and the churchyard upon which it stands. His lands were divided among the sons in farms, and have come down through their children to the present holders. John, eldest son of Samuel, held farm land from his father and also conducted a tannery and store at the Gulf. In his old age he lived with his grandson John whom he raised.[10] Members of the family have in their possession a few relics—an old desk and dressing case formerly belonging to old Samuel. They have also old family Bibles and affidavits giving their descent from the original ancestor as well as old deeds granting lands from the original ancestors by their will and testament.

Jonathan, eldest son of John, at one time owned all Rebel Hill at the Gulf but was cheated out of much of the lands. He once lived at the Trap.

John, eldest son of Jonathan, was born at the Gulf in Upper Merion, Montgomery County, Pennsylvania. He received land there from his grandfather, the old DeHaven homestead, where he lived and died. Here his family was raised. John DeHaven received a good education for the day in which he lived—a self education. He attended the old Gulf school and completed his studies at home. He learned the trade of shoemaking, as well as farming, from his grandfather, and conducted the former trade at a shop near his house on his land, employing men to carry it on for him. He was a good farmer and took pleasure in going among a few friends at harvest and working with them for his own recreation. The people elected him assessor and

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[8] His name is mentioned in the list of Revolutionary soldiers in the Pennsylvania Archives published by the State of Pennsylvania as commissioned officer in the Pennsylvania Line.

[9] Record of this loan of $15,000 to the Government is to be found in the Government records at Washington.

[10] This John is grandfather to the author of this work and through this line of descent came into possession of family records.

tax collector for Upper Merion Township which office he held with credit for many years. The next brother, Edward, emigrated to Kentucky where he settled.

The younger brother, Peter DeHaven, lived in Philadelphi and accumulated great wealth by manufacturing arms and supplying ammunition to the Government for which he had a special contract, and for which he received large sums on account from the provincial Government of Pennsylvania and the Colonial Government.[11] At the beginning of the war Peter DeHaven conducted with care and attention the public gun factory and powder mills of Pennsylvania situated at Philadelphia at Third and Cherry Streets at French Creek in Chester County, at Hummelstown, in Philadelphia County, and at other places during the War.[12] The factory repaired old muskets as well as making new ones. Public military stores and barracks were kept in close proximity to the factory. In 1778 after conducting the factory two years, the state asked Congress to take the factory, at which time DeHaven and his son offered to purchase it of the state. DeHaven was ordered by the Council of Safety in 1778 to make known public the process of boring gun barrels.

DeHaven was appointed agent for forfeited estates in the County of Philadelphia but declined the office. He was appointed and commissioned Health Officer of the Port of Philadelphia and was one of the assessors of Philadelphia and County. . . Later he was appointed a commissioner for the state to purchase hay for the use of the Continental Army in winter quarters. Peter DeHaven was appointed a member of a committee from the North District in Philadelphia in July, 1779, and was endorsed at a town meeting[13] for the purpose of relieving the general

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[11] Mention of sums advanced Peter DeHaven and Company by the Pennsylvania Council of Safety at Philadelphia on account of the gun factory are given in the American Archives published under authority of Congress and in the Journal of Assembly of the Commonwealth of Pennsylvania.

[12] At one time the British under Howe threatened to move on the works at French Creek whereupon they were moved to Reading. Later in Philadelphia DeHaven suffered considerable loss at the hands of the enemy.

[13] Scharf and Walcott, *History of Pennsylvania*: "Philadelphia during the Colonial times and long after, until 1830, was the largest and most important town politically and commercially and socially on the American soil."

distress by raising money by subscription to be solicited from house to house for the service of the United States, the money thus raised to be considered a loan payable in three years and receivable in payment of taxes.[14]

Stand again beside the patriots who now sleep the sleep of the just beneath the sod in the shadow of the old Swedes Church[15] by the side of the Schuykill and from this beautiful valley view the dark shadows of the wooded hills which echoed the rumble and roar of the cannon; the lonely roads of the Gulf where the dew was brushed from the wayside lowers by those demigods of the Revolution: Washington, Steuben, Lafayette, Hamilton, Lee, and others, as they rode at speed on their way up the valley; these roads and hills made memorable by the treading of the patriot army enroute to Valley Forge.[16] The historic associations of the place dear to every lover of freedom make these changeable hills, consecrated as they have been by the unbroken devotion and terrible suffering of the unyielding army of brave men, a sacred and classic spot, to which pilgrims loving liberty may always turn and learn anew . . . the cost of that political and religious liberty we now all enjoy.

Just as this work comes from press [1894] Baron Eberhard Von Alton of Germany, late retired from the German Army, made a visit to the author. He had been at work on the DeHaven genealogy for many years and traces the American family to the German origin. The four original DeHaven brothers, as given in this work, he claims were sons of Peter DeHaven (b. 1686; d. May 23, 1786; buried at Old Blue Bell Church, Montgomery County, Pennsylvania, where his tomb now stands) who

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[14] In Walcott's names of persons who took the oath of allegiance to the state of Pennsylvania at Philadelphia A.D., 1777-78 is found this entry: "Nov. 3, 1778 Peter DeHaven of Philadelphia, Gentlemen produces his certificate taken of me 26th of June 1777." The list contains over a hundred names, but this is the only one with that honorable affixed. The original certificate, together with other papers, is in possession of his descendants of Virginia who settled there after the Revolution. These descendants claim relationship with Martha Washington through marriage.

[15] The family place of worship in the earlier days; was founded A.D. 1790 and enlarged by addition of the tower, 1837.

[16] It is remembered of old Grandmother DeHaven that she saw from her window the barefooted and ragged soldiers pass in weary march in front of her house, all the way leaving bloodstains in the snow.

came to America in 1690 with his father, Evert der Hofen who first settled on the DeHaven lands. They came from Mulhein on the Ruhr near the Rhine, then in one of the Rebish states but now in Westphalia, Germany. These lands in Germany were in 1690 as they are today under German rule, but at the beginning of the present century when Napoleon extended the border of France during the Napoleonic wars they were for a time brought under French rule. The Baron married a descendant of Peter DeHaven of Revolutionary fame and has traced the original estate in Germany.

The Historical Library and Museums at Oglebay Park

By Charles J. Milton

The Last Will and Testament of Earl W. Oglebay left his vast estate, Waddington Farm, approximately 750 acres, to the City of Wheeling for purposes of public recreation and education.

Among the many attractions of Oglebay Park, renamed in honor of Mr. Oglebay, are three museums. Two of these, the Frontier Travel Gallery and Crafts Museums, are housed in a fine old English red brick carriage barn built in 1825. The Frontier Travel Gallery dramatizes early transportation westward through the means of documents, pictures, vehicles of travel, accessories, dioramas, models, etc. There are three separate collections in this Museum pertaining to the River, Old National Highway Route 40 and the Baltimore and Ohio Railroad whose western terminus was Wheeling in 1852. The Crafts Museum houses permanent and current collections of local, state, national and foreign crafts. The Mansion Museum is the palatial colonial mansion built in 1801. Here can be found authentic period rooms dating from the time the mansion was built through the late Victorian era. Several rooms are used for current exhibits.

The Museum Board, consisting of twenty-five members, is affillated with Oglebay Institute, an incorporated body financing and directing the operations of a cultural, educational and recreational program at Oglebay Park and the Wheeling metropolitan era in nature study, camp activities, music, dramatics, rural activities, arts, crafts, museums, etc. Oglebay Institute works in close conjunction with the Wheeling Park Commission, a non-political body composed of five leading citizens. The Park Commission is the Park's ultimate authority—responsible for

planning its development as well as its physical maintenance.

About three years ago the Museum Board started a historical library located in the Mansion Museum. Since then a wealth of material has been accumulated by those in charge of this work.

Many primary source books of local and state history are now available to the public. Among them are the following:

Travels in America, performed in 1806 for the purpose of exploring the rivers, Alleghany, Monongahela, Ohio and Mississippi (London, 1808), by THOS. ASHE; *Acts of the Virginia Assembly,* up to 1794; *History of the Early Settlement and Indian Wars of Western Virginia, Previous to 1795* (Philadelphia, 1851), by WILLS DEHASS.

Notes on the Settlement and Indian Wars in Western Parts of Virginia and Pennsylvania, 1763-1783 (Wellsburg, Virginia, 1824), by JOSEPH DODDRIDGE; *Notes on the State of Virginia* (Baltimore, Maryland, 1800), by THOMAS JEFFERSON.

Journal of Travel to the Westward of the Allegheny Mountains, by FRANCOIS ANDRE MICHAUX, 1805; *A Narrative of the Campaign against Indiana,* by MAJOR GENERAL ST. CLAIR, 1812; *Western Address Directory,* by W. C. LYFORD, 1837; *The Western Pilot Gazetteer,* by SAMUEL CUMMINS, 1829.

On the walls of the library are hanging old prints depicting early life in Wheeling. Here one may see Wheeling in 1840 with no bridges across the river; prints showing the romance of the river with old packet boats lining the water front; historical events, such as the old court room, located in the old Custom House still standing at Sixteenth and Market Streets, where the Constitutional Convention of Virginia was held in 1861.

Many priceless documents are framed and shown, such as early land grants to the people of this area by the early governors of Virginia; original documents signed by Thomas Jefferson authorizing the building of the National

Road from Cumberland to Wheeling; tax receipts for slaves, etc.

The collection of Virginia maps dating back to the 1600's is one of the finest in the state. Among these are old city maps showing locations of early industries, homes, and places long forgotten.

Very early news publications dating all the way back to Wheeling's first paper, "The Repository," published in 1806-1807, may be found in the library. By perusing these papers one is taken back 150 years to the life, customs and habits of his ancestors that lived here in this very city. To the reader is unfolded the hopes, aspirations and future plans for the city that our forefathers fought, died and bled for.

The collection of early Wheeling directories, including the first one issued in 1839, is most interesting. The directories have statistics on agriculture, industry, stores, taverns, transportation, banking, public buildings, in the community.

All people, especially West Virginians, interested in the history of the Northern Panhandle, are cordially invited to come and see the library. For the information of those that live in other parts of the state the library is open from the fifteenth of May until the fifteenth of October, although research work may be conducted at any time.

The Diary of John D. Sutton and Kanawha County Land Grants

Edited by C. H. Ambler

The documents here presented derived their historical value from the light they shed upon the land situation in Kanawha County, (West) Virginia, as of about 1800. The first document is the *Diary* of John D. Sutton (1770-1839) who, in 1792, was for a short time a school teacher near Charleston, South Carolina. In 1809 he settled on the site of present Sutton, (West) Virginia, on lands of the former John Allison survey which his father, John Sutton (1743-1825), a London merchant, had purchased in 1786. The *Diary* is a narrative of experiences in recording title to and locating seven tracts (Nos. 1, 3, 5, 6, 7, 9, and 12) of 1,000 acres each on Grannys Creek and Elk River.

Like many of the settlers of upland Virginia, including large parts of present West Virginia, Sutton was of English origin. Although his father had visited America once or twice before, he did not make a permanent residence here until shortly after the Revolution, when he established himself at Alexandria, Virginia. Besides his son John D., immigrant John Sutton had two other sons, Daniel Isaac Sutton (1765-1833), who was for many years a practicing lawyer and later judge in Louisiana, and James America Sutton (1776-1808), named "America" because of his father's admiration for this country. He was a successful banker who lived and died in Alexandria, Virginia.

From his father's residence in Alexandria John D. Sutton on his journey of 1798 to western Virginia followed the familiar route by way of New Market, Manassas Gap, Strasburg, and Woodstock to Staunton. He continued his course by Callahans in present Alleghany County to Lewis-

burg, Greenbrier County, where he tarried for a few days and thus had an opportunity to hear the Reverend Benjamin Grigsby preach in the Old Stone Church erected in 1796. From Lewisburg Sutton continued his journey over or near the route of present U. S. 60 to Sewell Mountain. By the same route he crossed Gauley Mountain to the headwaters of Rich Creek which he coursed to Gauley River at a point about eight miles above present Gauley Bridge. He then descended the Gauley to its junction with Twenty Mile Creek which he followed a short distance to the mouth of Bell Creek. Continuing along and in this stream to its source he crossed a divide and, continuing with the meanderings of Morris Creek, present Kelleys Creek, he reached the Kanawha River at or near present Cedar Grove about nineteen miles above Charleston.[1]

While in Charleston Sutton planned to visit his lands by way of Elk River and the use of a canoe. For this purpose he engaged the services of "one Philip Hall." Because of disappointment in hiring a canoe, he abandoned this plan and entered into an agreement whereby he and Hall, each by his own route, were to meet at David Robinson's at the headwaters of Peters Creek in present Nicholas County. Contributing to the decision not to proceed by way of the Elk was the fact that there was then "no direct road from the mouth of Elk up the river" and the fact that it drained "a very mountainous country." Moreover, the Elk Valley had not at that time been settled, except "a few miles above its mouth."

Accordingly, Sutton proceeded alone from Charleston to the "Salt Works." He there crossed the Kanawha to the residence of the county clerk, where his deed was delivered a day or two earlier than was otherwise possible. He then returned to the mouth of Morris Creek and retraced his former route to Gauley River. By cross country cutoffs he then reached Peters Creek which he followed

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[1] Beginning with the source of Rich Creek and ending on Kanawha River by way of Rich Creek, Gauley River, Twenty Mile Creek, Bell Creek, and Morris, now Kelley's, Creek, this was the route used in 1774 by General Andrew Lewis on his march to Point Pleasant.

to the appointed meeting place with Hall, who was waiting his arrival.[2]

The land prospectors then crossed a divide to Muddlety Creek which they followed for some distance before crossing the ridge separating Muddlety from the Stroud Settlement in present Webster County. From Strouds they directed their course toward Laurel Creek which they followed to its junction with Elk River at or near present Centralia, Braxton County. From this point they descended the Elk to its junction with Holly River at or near present Palmer in the same county. They there engaged the services of "one Lyons" who conducted them across country over hills and mountains to Grannys Creek.

Beginning on the upper waters of Grannys Creek near present Flatwoods, Sutton located lands, some of which, notably those near Flatwoods, are still owned by the Sutton family. The acreage embraced also choice lands near the mouth of Grannys Creek at its junction with Elk River, a short distance below Sutton, county seat of Braxton County. It included also the present site of Sutton.

John D. Sutton, original owner of the Sutton lands in present Braxton County, was not, however, the immediate progenitor of most of the families of his surname in that part of West Virginia. That distinction belongs to Felix Sutton, son of James America and Caroline Stepto Sutton. Felix Sutton married Susan Skidmore, member of a numerous family of central West Virginia, and their son, John Davison Sutton (February 4, 1844-March 29, 1941), married Mariah Virginia Morrison, also of a large and influential West Virginia family. To this union eleven children were born. Although only five of them lived to maturity, they intermarried with prominent resident families and their descendants and connections are legion.[3]

John D. Sutton was however the most distinguished member of his immediate family. He was a Federal soldier

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[2] For another description of the route used by Sutton from Charleston to his lands in present Braxton County see John D. Sutton, *History of Braxton County and Central West Virginia*, p. 43, and James M. Callahan, *History of West Virginia, old and new*, p. 129.

[3] Sutton, *Braxton County*, pp. 421-424.

(Tenth West Virginia Infantry) and served with distinction under General U. S. Grant. To the day of his death an engraving of General Grant, made from a photograph, adorned the walls of Sutton's study.[4] As Chairman of the West Virginia Droop Mountain Battlefield Commission from its creation until his death, he was responsible for the most detailed and accurate study of that engagement yet made. He served two terms as a delegate in the West Virginia Legislature and was the author of *History of Braxton County and Central West Virginia*.[5]

Like many other West Virginia families the Sutton family divided in 1861 in its attachments to the Union. John D.'s cousin, Felix J. Sutton, grandson of the founder of Sutton, West Virginia, was a Confederate soldier.[6] In this respect, among other things, the Suttons are representative of the best families of central West Virginia.

The second document, "Kanawha County Land Grants, September 20, 1791-May 11, 1797," is the report of Francis Watkins, Leonard Cooper, and John Moss, Esq., commissioners, appointed "in conformity to an Act of the General Assembly passed the 24th of November, 1796, intitled 'An Act for assessing the Lands in the Counties of Greenbrier, Kanawha, and Randolph'."[7] A purpose of the latter act was to remedy a practice whereby newly granted lands failed to be assessed and thus deprive the county and state of revenue. Inasmuch as "a great part of the said lands" was then uninhabited, making it difficult to locate them, the state land office and the respective county surveyors were directed to aid the assessor commissioners by placing all available information at their disposal.

Although this report may be incomplete and covers only a brief period, it is nevertheless informing. Failure to give an assessed valuation for the grants listed is perhaps because the valuation was to be the average price determined under an act of 1792 "for equalizing the land tax." Per-

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[4] This engraving may now be seen in West Virginia University Library.
[5] Fairmont *Times*, March 30, 1941; Charleston, *Gazette*, March 30, 1941.
[6] Sutton, *Braxton County*, p. 423.
[7] Shepherd, *Statutes at Large*, Vol. II, pp. 56-57.

sons attempting to locate any of the grants should bear in mind that Kanawha County then included the entire Kanawha Valley and the Guyan and northern half of the Big Sandy valleys as well.

DIARY OF JOHN D. SUTTON, 1798[8]

Wednesday October 17th 1798

Set off about 4 O'Clock A. M. After riding a mile or two began to feel chilly but expected it was only the dew falling occasioned it. Got breakfast at Turners where I began to feel aguish but kept on. Had in mind to stop at Newgates but did not as I expected. . . . When I got to Newmarket I was obliged to stop & go to bed. I had a very hot fever. Afterwards got up, got some tea & then proceeded on my journey to the Red house

18th T.

Set off after breakfast. When I got to the Baks[?] I found it was general muster & upwards of a 1000 men were assembled. Got dinner then & spoke to Burwell Bullitt. Got at night to John Catelets [Catletts] on Manasses gap.

19th F.

Got breakfast. Danl. Henry came to Catelets before I left there. He keeps a tavern now at a place called Leeds on Shenadoah & as that was the nighest road to Strasburg I went with him but by the time I got to his place my fit took me. I had to go to bed. I had a very hot fever & puked almost all day.

20th S.

Henry pressed me to stay with him till I got better but as I saw it must be very inconvenient for him & also for myself I set off & crossed the river. Passed through Middletown & got to Strasburg commonly called Stovers town where I got a puk & purge & an ounce of red barks. Then proceeded on to Lawrence Snapps tavern & agreed with Mrs. Snapp to stay there for a few days until I got better.

21st Sunday

Had a hot fever & my lips broke out in blisters. Took . . . a puke which operated almost 20 times. Was very sick.

22nd M.

This was my well day or ought to have been so. However I was sick & was also taken with a violent lax.

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[8] This document is in the West Virginia University Library.

23rd T.

Took a purge which did not operate well. Was sick this day but not as bad as on the 21st or 19th the bile having been cleared from my stomach by the puke occasions my getting better.

24th W.

Felt better but not quite well. . . . Lax still followed me. Also had no appetite. Took a ride out which I found beneficial.

25th T.

Had a slight fever, took a ride

26th F.

The lax began to quit me. I felt well but weak. Took a ride.

27th S.

Wrote to I. S. [Daniel Isaac Sutton, a brother]. Settled with Mrs. Snapp & rode to Woodstock alias Millers town & put up at Adam Heiskells.

28th Sunday

Set off in company with a Mr. Deidericks who was going to Tenessee (so I had his company to Stanton). Got breakfast at Golliday's, fed horses at Brights, got to Keesle town & put up at Overlys.

29th M.

Got breakfast at Hodgsons, got to Stanton a little after one, got dinner, got myself a pair of socks & a watch key, wrote a letter to James & got some paper money changed into silver.

30th T.

Left Stanton & got to Eckarts to breakfast, got dinner at Col. Huggards, crossed the Calfpasture river near its head & staid all night at Kincaids. This day I travelled through a very hilly country, but although I had mountains on every side of me I only crossed one which was the dividing line between Augusta & Bath Counties, the road winding along the bottoms between the mountains.

31st W.

Crossed the Cowpasture river & a very high mountain & got to the Warm Springs where I got breakfast & wrote a letter to I. S. Called at the Hot Springs & tasted the water, crossed Cedar Creek 18 or 20 times & stayed at night at one Morris's on Jacksons river which I crossed about a mile before I came to his house. Bath County is very mountainous but the lands in the bottoms sell high, say from 6 to £ 8 per acre.

November 1st T.

It snowed in the morning, afterwards was rain & sleet all day. I got to Callahan's to breakfast. Then crossed the Allegany which is but a small mountain here & staid at one Dixons. I intended to go to Lewisburg this day but it was such bad weather I deferred it.

2nd F.

Crossed Greenbriar river & got to Lewisburg to breakfast where I staid all day as some people were going to Kanhawa next morning.

3rd S.

Was disappointed in setting off. The Company I had engaged to go with not being able to go this day, but promised tomorrow & the road to Kanhawa being very rough, but few houses on or nigh it & as I might take wrong roads. Besides I found that Kanhawa Court beginning the 13th, it would be impossible for me to get to the mouth of Elk & engage a person to go with me to the lands on Elk (which are about 60 miles or two good days Journey from the mouth of the river) to view fully the lands & return to the C. H. by the time Court met. Therefore if I set off directly to the C. H. of Kanhawa I must stay there 4 or 5 days. Consequently my staying a few Days at Lewisburg could not be of much consequence & several people being going to leave here on Tuesday for to attend Kanhawa Court, I resolved to wait until they went.

4th Sunday

Went to the Presbyterian Meeting which is a handsome building & heard B. Griggsby preach.

5th M.

After breakfast took a ride in the County with a Robt. Young. We went to A. Welch's who is the County Surveyor where I got some information respecting the lands on Elk. From thence we went to Col. Stuart's who is the County Clerk where we got dinner & returned from thence to Lewisburg.

6th T.

I was disappointed in my company. They not going till tomorrow I resolved to wait until then & if they did not go to set off by myself, if I did get lost. I have provided myself with a bag to carry feed for my horse also a blanket which may be necessary when I go to see the lands on Elk & perhaps in my Journey to Kanhawa or from there to Clarksburg.

7th W.

Set off after breakfast in Company with Col. Donnally of Kanhawa, Mr. James a Land Speculator from Trenton, & Dennis Cockran a publisher in Lewisburg. As we were setting off James was arrested for

40 or 50$ by James Welch, but getting bail we proceeded. Stopped at Ballantines to feed horses & made a meal of some victuals we had with us & some we got there. Kept on to Bowyers where we staid all night.

8th T.

Got breakfast & some bread & half a bushel oats & a peck of corn to carry with us. Crossed Sewell mountain. Stopped at a small house, the people in which were the picture of poverty. We eat some of the victuals we had with us & some jerked venison we got there & fed our horses. I & Cockran gave ours all the feed we had which was carried in my bag. Donnally & James reserved half of theirs to feed afterwards but after going a few miles lost both bag and feed.

After leaving this Cabin we travelled about 20 miles without seeing any habitations till we came to where one Osburn lived in a Camp such as are used by hunters. He being on the road had got some oats & whiskey. We fed our horses & got some meat of a cub bear & took a feed of oats with us. It was dark when we left there but we went 3 miles to one Houghs who lived at the foot of Gauly mountain & staid all night. We had to tye our horses up or turn them loose in the woods. I preferred tying mine & gave him plenty of fodder & some new corn the oats being reserved 'til morning.

Hough had only one spare bed so after supper James & I took it & if it had not been for our great coats we should have laid very cold. Donnally & Cockran laid by the fire which soon went out & there being no wood cut to renew it with Cockran kept complaining all night. Donnally having my blanket besides his own & his great coat made out better.

9th F.

Fed our horses & got some milk & bread for ourselves. Then crossed Gauly mountain which though not quite 3 mile over is the worst & steepest mountain I ever crossed. Then kept down Rich creek which we crossed in 7 miles 58 times 11 of which were in the first quarter of a miles. Then we crossed Gauly river which is a considerable stream & parts Greenbriar from Kanhawa Counties. Greenbriar is a hilly County, but I do not think much more so than Bath, but there is a great difference in the roads in Bath. They wind along between the hills. In Greenbriar they go over the top of them. In many places several steep parts of the road might have been avoided by going around the side of a hill but the people who made the road did it by contract & they found it was easier to clear a road over the tops of the hills (without consulting the ease of travellers) than to carry it along the side where they would have had some digging to make the Road level.

Good lands in Greenbriar will sell from 2 to £[?] 4 per acre in the settled parts of the County if the titles are good. I saw a great deal of land fit for settling on upon the road in the unsettled parts of the County. Even on the top of Sewell there is good land though it is very cold there & no water to be had convenient. The common price

of this land is about a Dollar but will increase as the Country gets settled & people are moving every year on the road.

After crossing Gauly river we stopped for breakfast & to feed our horses at Windsors. The woman got cooking some bear meat & venison but did it in so sluttish a manner that I did not eat any but got some milk & bread. The road kept for some time along Gauly. Then we kept up Bell Creek. I did not count how often we crossed it, but Mr. James who was acquainted with it said it was about as often as we crossed Rich Creek. Then crossed Little Gauly mountain & proceeded down Morris [Kelley] creek which we crossed a great number of times & got to the Kanhawa & staid all night at one Cobbs.

10th S.

Cockran & James had a small quarrel. I observed my horses back was sore. After feeding we set off. Called at Morris's & got breakfast. Afterwards James & me went to see the burning Springs. One had no water in it but it took fire at the flash of a pistol & the ground kept burning. The other hand water in it & boiled like a pot but was cold. It also took fire at the flash of a pistol. We all called at Aldersons & fed our horses & took a look at the Salt works a little below. There were 18 kettles boiling but the water was very weak & they only make 1½ bushels pr day which produces them 6 dollars. It was about sunset when we got to Charleston the County town of Kanhawa. I put up at George Welches.

11th Sunday

Took a view of the town which lies on the Kanhawa & consists of one Street which is strait & perfectly level & lies on the bank of the river. Consequently only one side is built on. It begins about 200 yards above the mouth of Elk which is sometimes overflowed & is also parted from the town by a deep hollow. Charleston including the Suburbs extends for about 3/4 of a mile in length but only contains 5 houses besides outhouses. There is also a Courthouse but no Jail. I went to the Courthouse & heard one Lyle a Presbyterian & one Johnston a Baptist both preach.

12th M.

Nothing to do; fair weather

13th T.

The Court met. I got my deed for the lands on Elk ordered to be recorded & the Clerk promises it should be done by the time I returned from viewing the lands. It was a cold rainy day & there being no whiskey in town the people complained very much.

14th W.

Agreed with one Philip Hall to go with me to the lands on Elk & we concluded to go in a Canoe up the river. I was to give him a Dollar

pr Day. Mr. Welch told me I might have his Canoe as soon as it returned from Point Pleasant where he had sent it for Whiskey which soon arrived, but he found the men had left his Canoe & brought up one belonging to David Ruffner. Welch said however that he was certain he could borrow it but was so busy selling Whiskey he had not time.

15th T.

Was disappointed in Ruffners Canoe he having engaged it to 2 Hunters. There was other Canoes some of which I might have got, but [I] altered my plan on conversing with the Clerk who said he would let me have my Deed tomorrow, as he fully expected Court to break up this Day. I told him if he was busy about other business I would Copy the Deed myself & he needed only recite it. Hall came at breakfast time as we had agreed to set off then, but I mentioned having resolved to go by land & from thence to proceed straight forward to Clarksburg & appointed to meet him at David Robinson's on Peters Creek & from thence to proceed to the lands.

It is a days Journey round to go by Peters Creek but there is no direct road from the mouth of Elk up the river & it is a very mountainous country. There is no settlers up on Elk except a few miles above its mouth whereas it is reckoned 50 or 60 miles to the mouth of Birch river to go the nighest way & about 80 by water. I wished to have gone up the river in a Canoe, as I could have formed a better opinion respecting its being navigable than I could from information. As I was told when the river is high, it is navigable for Canoes from 100 to 150 miles but is very rapid. In low times as at present a Canoe may ascend the river with ease where there is depth enough of water, but there are a great number of shoals over which it must be dragged.

16th F.

The Court not breaking up last night as I expected I was obliged to stay this day, when it broke up.

17th S.

Set off after breakfast. Crossed the river at the Salt works where I left my horse & went about ½ a mile up it to Reynolds the Clerk's office where I copied my deed into the record book, paid 19/6 [nineteen shillings, six pence] for it & returned to the Salt works. Then kept up the river to Morris's & staid all night there.

As for the lands on the Great Kanhawa the bottoms are extraordinary rich but are bounded by high hills. Up about Morris's the bottoms are narrow & the hills are high & barren. At the mouth of Elk the bottoms are broader & the hills lower & more capable of cultivation & as I am informed the bottoms increase in width & the hills decrease in highth to the Ohio which is 60 miles from the mouth of Elk. The common produce of the low grounds on Kanhawa is from 50 to 80 bushels of corn though upwards of 100 has been got from a particular acre & it is too rich to produce wheat when first cleared.

18th Sunday

Breakfasted at Cobbs. Got some Milk & Bread & a feed for my horse at Windsor's. Then kept up Gauly river for a mile or two & then up Peters Creek to one Odles [Odells] where I staid all night. I had intended to get to David Robinsons but could not. The land I travelled over this day consisting of Morris & Bell creeks is a narrow bottom from 5 to 50 yards wide & bounded by high & steep mountains. On Gauly the mountains extend to the river. On Peters Creek about Odles is some rich bottoms but small & higher up are low ridges of pretty good land.

19th M.

It rained almost all day. Kept on to Robinsons & got breadfast & met with Hall. We resolved notwithstanding the rain to keep on to Muddlety Creek. He was on foot but the road was so bad & so many logs fallen over the path that it was but in few places I should have gone faster than he did. We kept along an intricate path crossed the dividing ridge between the waters of Peters creek & Muddlety which is exceeding high & steep. On the top it snowed instead of raining. We stopped at Hutchisons & staid all night. On Muddlety is some good land but it is bounded by high & steep hills.

20th T.

As we could only make a short journey this day, except we camped out at night, we did not set off till after breakfast. Crossed the dividing ridge between Muddlety & Strouds settlements. It is very nigh but not quite as high or steep as the one we crossed yesterday. James Mases [Maces] was the last house but as I was taken sick I stopped at . . . a mile from his house. . . . Kept on. Strouds settlement consists mostly of low ridges of poor lands.

21st W.

Got breakfast at James Mases. He talked about buying some of the land on Elk especially a tract called Bryants place. I said I would inform him of my terms when I had seen it. We travelled on over low ridges & glades on Camp run. We fed the horse with some Corn I had brot with me there being no house on the road. Then kept down Laurel Creek a few miles, the path being very dull the whole way for about 7 miles towards the mouth of Laurel. . . . All between the mountains along the Creek is overgrown with Laurel & a very difficult path through it. Besides we had half the distance to go in the night & to cross the creek 18 times besides different times going into it & coming out on the same side without crossing. It took us upwards of 4 hours to go the 7 miles when we came to Elk which we crossed & soon came to Jerry Carpenters.

22nd T.

Endeavoured to get . . . go down the river. [It was] useless to

endeavour to take a horse over the hills I had to cross, so I resolved to try it on foot & leave my horse at Carpenters. I had to stay this day in order to get provisions to take with us & I got some information respecting the lands from Carpenter.

23rd F.

Set off after getting breakfast. Stopped a few minutes at one Maces at the mouth of Holly which we crossed on a horse. One Lyons who lived . . . & hunted agreed to go with us to Grannies [Grannys] Creek. He turned back. [?] shot & cut out the ribs for us to eat at night. We passed over the tract No. 1 at the head of Grannies Creek but the weather being bad did not take a good survey of it, so shall defer any description till my return. We took up our lodging in a rock camp on Grannies creek to preserve us from the weather as it had snowed all the forenoon & rained the afternoon & I felt it very tiresome climbing the hills with my blankets & a weeks provision.

24th S.

Kept down Grannies Creek to its mouth & took a survey of tract No. 5 but it was pretty high. We found the beginning tree but could observe no lines from it & it may be as well to mention once for all that we could find no lines to any of the tracts. On the north side of the river below the mouth of Grannies creek is about 8 acres of bottom. Above Grannies creek is 2 or 3 at its mouth & about half a mile higher begins a botom about 100 yards wide and half a mile long on which one Robert Givon had built a Cabin & cleared an acre of ground 6 or 7 years . . . .

The other bottoms on the tract will not produce more than about 30. Half a mile above this bottom is another of about 6 or 8 acres & on the opposite side of the river are 2 small bottoms of from 5 to 6 acres each & one at the mouth of Wolf run [Wolf Creek] of about 10 acres. The highland is of little consequence. We then kept down the river along some land which had been surveyed by Gallatin where the hills ran close to the river. . . We also found a Lynn which had 3 corners on it. It was where the survey as I expected began & might have been mistaken for a poplar. Here there was a bottom of about 6 or 8 acres. A little lower began a bottom of about 15 or 20 acres. Here we camped about 3 O'clock. Since I had the fever & ague in Shenandoah I had several times felt a small return of the ague both at Lewisburg & Charleston. . . .

KANAWHA COUNTY LAND GRANTS

SEPTEMBER 20, 1791 - MAY 11, 1797[9]

To Whom Granted	Acres	Date of Grant
Leonard Morris	492	September 20, 1791
William Morris, Assignee of James Clark	360	November 15, 1791

[9] This document is among the Kanawha County Court Records in the West Virginia University Library.

John Young	200	March 22, 1792
James Donnally	400	March 21, 1792
John Jones, Assignee of Andrew Donnally	359	Ditto
Reuben Slaughter, Assignee of Andrew Donnally	400	Ditto
John Jones	430	March 26, 1792
Wm. Royal and William Neal	1,000	January 26, 1793
Wm. Royal	1,556	January 28, 1793
Susanna S. Madison and Agnes S. Madison, Coheiresses of William S. Madison	3,000	March 7, 1793
Ditto	2,000	March 6, 1793
Ditto	1,000	March 5, 1793
Ditto	400	March 7, 1793
Ditto	2,000	March 9, 1793
Ditto	3,000	March 15, 1793
Ditto	1,000	March 15, 1793
Ditto	1,000	Ditto
Ditto	1,000	Ditto
Henry Bagley	38	July 4, 1793
Alexander Stewart, Assignee of Benja. Stewart	609	August 16, 1793
Ditto Assignee of Ditto	500	August 17, 1793
Ditto Assignee of Ditto	300	August 16, 1793
Ditto Assignee of Ditto	500	August 16, 1793
Ditto Assignee of Ditto	1,391	Ditto
Ditto Assignee of Ditto	374	Ditto
Ditto Assignee of Ditto	200	Ditto
John Hansford, Assignee of Wm. Morris	530	December 17, 1793
Wm. Morris	660	December 16, 1793
David Kean, Assignee of Benjamin Stewart	627	July 3, 1794
Ditto Assignee of Ditto	500	Ditto
Ditto Assignee of Ditto	400	Ditto
Jacob Skiles	420	November 20, 1794
Benjamin Stewart	500	November 22, 1793
Ditto	250	Ditto
Wm. DuVal, Assignee of Wm. Price	1,000	May 8, 1795
Edward Young, Assignee of Robt. Young	2,000	July 11, 1795
Ditto Assignee of Ditto	2,700	Ditto
Ditto Assignee of Ditto	1,500	Ditto
Ditto Assignee of Ditto	2,514	Ditto
David Beer & Philo Norton	2,000	September 26, 1795
Benjamin Peet Walner	3,000	Ditto
Nehemiah Deforrest	2,000	Ditto
Benjamin G. Orr, Assignee of Jno. Dawson, Assignee of David Allison, who was Assignee of Nathaniel Twining	174,000	December 24, 1795
Thomas Rutter and Reubin Etting, Assignees of Wm. Duval	13,765	January 9, 1796
Andrew Wocke and Robert Cocran	40,000	January 21, 1796

Ditto	30,000	Ditto
Ditto	30,000	January 25, 1796
Thomas Rutter and Reuben Etting, Assignees of Wm. DuVal	174,673	January 9, 1796
Wm. McCleery, Assignee of John Dawson, Assignee of William McCleery	100,000	January 21, 1796
Wm. McCleery, Assignee of John Dawson, Assignee of Wm. McCleery	100,000	Ditto
John Closston one Moiety & as Assignee of George Clendenen for the other Moiety	1,000	February 5, 1796
Albert Galatine [Gallatin]	6,000	July 21, 1795
Ditto and Savary de Valcoulon[10]	1,000	Ditto
Ditto	27	Ditto
Ditto	3,000	July 22, 1795
Albert Galatine	3,500	July 23, 1795
Albert Galatine & Savary de Valcoulon	1,250	July 22, 1795
John Savary, Assignee of Albert Galatine	2,500	July 24, 1795
Albert Galatine & Savary de Valcoulon	2,000	July 22, 1795
Ditto	2,000	July 20, 1795
Ditto	4,000	July 24, 1795
John Savary one Moiety and as Assignee of Albert Galatine for the other Moiety	2,500	Ditto
Albert Galatine one Moity and as Assignee of Savary de Valcoulon for the other Moiety	3,000	July 20, 1795
Albert Galatine	5,676¾	July 25, 1795
Albert Galatine & Savary de Valcoulon	1,900	July 22, 1795
Ditto	1,250	July 24, 1795
Albert Galatine one Moiety and as Assignee of Savary de Valcoulon for the other Moiety	2,000	July 22, 1795
John Savary as Assignee of Albert Galatine for one Moiety and said Galatine for the other Moiety	744	Ditto
Robert Browne, Assignee of Austin Nichols, Attorney in fact for David Beers	1,000	September 24, 1795
John Beech and Philo Norton	50,000	Ditto
John Beech	30,000	Ditto
Phineas Taylor	1,000	Ditto
Philo Norton & Smith Booth	26,000	Ditto
Webb Tomlinson, Joseph Davis, Gad Austin, Jonathan Lunn, Junr. & James Manville	10,000	September 25, 1795

[10] Shortly after the Revolution Savary de Valcoulon, representative of a French firm in Lyons, France, purchased in his own right warrants for 120,000 acres of land in western Virginia and deeded Albert Gallatin one-fourth of the entire purchase on condition that he give it his personal attention until his twenty-fifth birthday (January 29, 1786). At that time Gallatin was to come into possession of his patrimony and to pay Savary cash for his part of the purchase. It was to explore these and other lands that Gallatin in the spring of 1784 first crossed the Alleghenies. *Dictionary of American Biography*, Vol. IX, p. 104; Henry Adams, *The Life of Albert Gallatin*, pp. 45, 53, 56, 59-61, 70.

David Beer	6,000	Ditto
Stephen Babbet	2,000	Ditto
Webb Tomlinson	10,000	Ditto
William McCleery, Assignee of Jno. Dawson Who was Assignee of William McCleery	101,212½	December 9, 1795
Benjamin G. Orr, Assignee of Jno. Dawson Assignee of David Allison, Assignee of Nathl. Twining	21,000	December 24, 1795
Thomas Rutter and Reuben Etting, Assignees of Wm. Duval	4,160	January 9, 1796
John Closston in his Own Right one Moiety & As Assignee of Geo. Clendenen for the other Moiety	782	February 1, 1796
Ditto	752	Ditto
Ditto	896	February 4, 1796
James Givens, Assignee of Saml. Peoples	218	February 19, 1795
Benjamin Martin, Assignee of Wm. Wilson	9,100	December 30, 1795
Ditto ---------- Assignee of ---------- Ditto	12,300	December 31, 1795
Ditto ---------- Assignee of ---------- Ditto	85,600	January 1, 1795
William Wilson	93,000	December 31, 1795
Samuel Hollingsworth	53,000	March 2, 1796
Ditto	100,000	March 3, 1796
John Barclay	50,000	March 4, 1796
Robert Young, Assignee of Thomas Wilson, Attorney in fact for Elijah Woods	100,000	November 26, 1795
James Smith and Jacob Ridgeway	150,000	May 11, 1796
Richard Smith, Assignee of Henry Banks	38,277½	May 13, 1796
Ditto ---------- Assignee of ---------- Ditto	54,800	May 14, 1796
Ditto ---------- Assignee of ---------- Ditto	40,000	May 18, 1796
James M. Boist, Assignee of Richard Stockton for one third and as assignee of Wm. Stockton, Samuel Stockton, Benja. Stockton and Mary Stockton, devisees of said Richard Stockton	38,000[?]	May 30, 1796
Samuel M. Hopkins	200,000	July 1, 1796
John Moss Assignee of Josh. Carroll	145	July 6, 1796
Conrod Smith	65	July 8, 1796
Jno. Steele	10,278	July 12, 1796
Wm. Morriss	1,200	July 6, 1796
Edward Barret	283	July 27, 1796
Elijah Gray and Silas Cornstock	4,000	August 27, 1796
John Savary	183	August 25, 1796
Albert Galatine	3,956	Ditto
Noble Hine, Reuben Warner, Junr., Bibbee Hine, Philo Ruggles, David Merwin, John Sturdivant, Thomas Lancaster, Hezekiah Smith, Stephen Merwin, Jno. Merwin, David Stone and Isaac Pardee, assignees of David Booth, attorney in fact for Austin Nichols	7,000	November 7, 1796

Wm. Parkins, Assignee of Thomas Matthews	2,000	November 14, 1796
Isaac Tyler, Assignee of Thomas Lewis	50	September 24, 1796
Thomas Lewis, Assignee of Isaac Tyler	43	October 11, 1796
Samuel Hollingsworth	47,000	March 1, 1796
John Strobia, Assignee of Albert Galatine & Savary de Valcoulon	1,000	May 18, 1796
Samuel M. Hopkins, Assignee of Gordan Cloyd	70,202	July 2, 1796
William Carroll Assignee of Josh Carroll	70	July 7, 1796
Thomas Jones	500	August 10, 1796
Daniel Shaver	256	September 27, 1796
John Woodson	250	August 10, 1796
Samuel Smith	35,000	June 14, 1796
Ditto	15,000	June 13, 1796
Ditto	120,000	June 16, 1796
Saml. M. Hopkins, Assignee of Gordon Cloyd	50,000	July 2, 1796
Jno. Steele	9,500	July 11, 1796
Ditto	20,000	Ditto
Ditto	20,000	July 12, 1796
Thomas Deweese, Assignee of Jno. Reynolds & Charles Ferry	4,253½	August 25, 1796
John Battison	3,098	September 15, 1796
Saml. Moore	32,955½	September 16, 1796
Geo. K. Taylor	213,000	November 2, 1796
Ditto	187,000	Ditto
Ditto Assignee of Wm. Chambers	90,000	November 4, 1796
Ditto Assignee of Wm. Chambers	94,600	Ditto
James Patton	50,000	September 7, 1796
John Green	84,000	December 15, 1796
Ditto	30,000	Ditto
James Taylor	30,000	December 23, 1796
John Steele	27,000	November 10, 1796
Ditto	19,500	November 11, 1796
General Eli Cogswell and Levi Stephens, Assignee of John Porter	25,000	April 1, 1797
Uriel Chapen, Assignee of Austin Nichols, Assignee of Josh. Porter	30,000	Ditto
Saml. Boies and Frederick Falley, Assignees of Austin Nichols, Assignee of Josh. Porter	50,000	Ditto
John Green	16,000	December 21, 1796
John Morris	182	September 24, 1796
Geo. K. Taylor, Assignee of Richard Matthews	80,000	April 11, 1797
Wm. Arbuckle	333	May 11, 1797
Jno. Jones	400	February 28, 1797
Jno. Steele	63,500	November 12, 1796

Stoddard Smith, Rosewell Read, Giles Giley, Daniel Miller and Stephen Warner, Assignees of Austin Nichols, Assignee of Joseph Porter	20,000	April 1, 1797
John McKeney	41,700	April 12, 1797
Jonathan Swift, Assignee of Wm. Chambers, Assignee of Jno. McLaughlan	100,000	May 10, 1797
Gordan Cloyd	9,000	April 1, 1797
Edward W. Tupper, Assignee of John Reynolds for one Moiety & to Austin Nichols in his Own Right for the other moiety	3,289½	April 7, 1797

West Virginians in the American Revolution

Assembled and Edited by ROSS B. JOHNSTON

The sources of this material are from the files of the Pension Office at Washington from various county records, from notes of patriotic societies, principally the Daughters of the American Revolution, Sons of the American Revolution, Sons of the Revolution, and from a large miscellaneous group of published and private sources. Corrections and additions to this list will receive the careful attention of the editor.

HUTTON, MOSES (Colonel)

Born in 1734, probably in Philadelphia. Emigrated to Moorefield where he served in the Virginia militia, and later made a settlement in the Tygarts Valley which retains his name as Huttonsville. Among his children was Jonathan, born about June 3, 1769, in the South Branch, who married Mary Trautwein in May, 1790.

HYRE, JACOB

Service—Virginia Va. No. 23039 No. 7856

Born Hampshire County, Virginia, May 25, 1757; died in Lewis County, Virginia, March 6, 1841, and is buried in Baptist Cemetery, Buckhannon. Enlisted May, 1778, in Hampshire County, and served as a private of militia and Indian spy seven months under Captains Cunningham, Skidmore, George Jackson, Jesse Berry, Lieutenant Bogard, Colonels Hopkins, Striker, Van Meter, Broadhead, and Generals McIntosh and Campbell. Married to Elizabeth Powers August, 1783, in Hardy County, by publication by Parson Powers. Received pension in Lewis County, 1833. Widow, aged 84, in 1845, received pension also. Supporting data filed in their case by John Brake, Robert Lowther, and William Clarke.

ICE, ADAM

In Monongalia County, 1837, Adam Ice filed application for pension. He stated that he had enlisted at the beginning of the Revolution under Colonel Zackquill Morgan. He gave his age as 77 at time of application. Claim was rejected owing to the apparent youth of claimant—about 16 years.

ICENER (ISNER), HENRY

Before the Randolph County Court, November 25, 1811, Henry Icener made oath that he never knew his father to receive any compensation for his services while a soldier under Colonel Armstrong. Pension application of Henry Isner, filed in Randolph County, March 23, 1835, was rejected.

ISNER, THOMAS

On November 1, 1834, Thomas Isner made application for a pension on the grounds of service as an Indian spy in the Revolution. His statement says that he was about 76 years old, and had been raised in Randolph County. He was a spy during the Revolution under Captain Benjamin Wilson. Went from the Tygarts Valley and was stationed at West's Fort for three months. Got no pay nor was he offered any. He was again employed by Captain Wilson for three months. Served on Roaring Creek in that county, with his headquarters at Wilson's Fort. His claim was rejected.

ISRAEL, ISAAC (Captain)

Captain Isaac Israel, who served in the Eighth Virginia Regiment, Continental Line, for three years, was formerly of Berkeley County, Virginia, and later of Green County, Pennsylvania.

JACK, JAMES

Service—Virginia Tenn. East, No. 4100 No. S. 2644

Enlisted, Berkeley County, Virginia, March, 1777, and served six months under Captains John Van Metre, Swearingen, and Nichol, of the Virginia militia, commanded by Colonels Pendleton, Morrow, Dark, Morgan, and Generals Hand and McIntosh in campaigns against the Shawnee Indians. Applied for pension, aged 75, in Green County, Tennessee, and certificate was issued in 1833.

JACK, JAMES

Enlisted, November 25, 1777, to serve three years, and was a matross in Captain Richard Dorsey's company, First Virginia Artillery, Continental Line, commanded by Colonel Charles Harrison. He received one of the first pensions granted by the newly formed Federal Government, and after his death, the widow was granted the same. He was the grandfather of Mrs. Jesse E. Price, near Smithfield, Wetzel County.

JACKSON, EDWARD (Colonel)

Son of John Jackson and Elizabeth Cummins Jackson. John was born about 1719 in Londonderry, Ireland, moved to London, and in 1748 emigrated to America. He married Elizabeth Cummins in Maryland. The father died in Clarksburg in 1804, aged 84. The mother died in 1825, aged 101.

Edward Jackson was born March 1, 1759, at Moorefield and served in the Revolution. He first married Mary, daughter of David Haddon, October 13, 1783, in Randolph County. She was born May 15, 1764, in New Jersey. To her were born six children. She died April 17, 1796.

Jackson married again October 13, 1799. His second wife was Elizabeth Brake, daughter of John and Elizabeth Netherholt Brake. She was born January 11, 1772, and died August 19, 1835. There were nine children in this family.

Edward Jackson died December 25, 1828, at Jackson's Mill, Lewis County. He built the first mill at the spot which now has the State 4-H Camp for boys and girls. One of the six children of Edward and

Mary Jackson, his first wife, was Jonathan, who married Julia Beckwith Neale. One of their sons, Thomas J. "Stonewall" Jackson, achieved fame as a soldier in the Mexican War but won his way to the very pinnacle of the heights of military genius as a Confederate general during the War between the States.

JACKSON, EDWARD

Born in England in 1742 and died in Harrison County, Virginia, in 1820. Enlisted August 13, 1776, for three years, was transferred in August, 1778, to Captain Marquis Colmes' company, same regiment, and his name last appears on muster roll dated September 8, 1778, with notation "present." Served as a private in Captain John Willis' company, Second Virginia Regiment, commanded successively by Colonel Alex Spottswood and Colonel Christian Febeger.

JACKSON, GEORGE ((Colonel)

After participating in the Indian wars, Jackson served as a soldier during the Revolution. In 1781, he recruited a company to join General George Rogers Clark's expedition against the British in Detroit. The company built canoes, joined the expedition near Fort Pitt, now Pittsburgh, Pennsylvania, and proceeded down the Ohio River to the falls at the present site of Louisville, Kentucky. There the expedition was abandoned and the company returned home by river. Affidavits are filed by Alexander West and Christopher Nutter, who were members of Colonel Jackson's company. The affidavit of William Powers before the Harrison County Court further supports these statements and names Jackson as captain, William White as first lieutenant, Jacob Westfall as second lieutenant, and Hezekiah Davisson as ensign of this company. On August 23, 1787, Jackson qualified before the Harrison County Court as lieutenant colonel of Harrison County.

He married Elizabeth, daughter of Jacob Brake, at Moorefield, November 13, 1776. She was born February 22, 1757, and died March 22, 1812. They had eleven children, as follows: John George, Elizabeth, Catherine, Jacob, Sarah, Prudunce, George Washington, Edward Brake, Mary Webster, William Lowther, and Thomas Jefferson.

He married a second time, December 6, 1814. To this second wife, formerly Mrs. Nancy Richardson Adams, three children were born: Andrew Richardson, Susan Ann, and Sophia. Jackson died in Ohio in 1831, aged 74.

JACKSON, ISAAC

Service—Virginia Va. No. 18753 No. S. 38072

Enlisted, Botetourt County, Virginia, and served three years as a private under Captain Roby Madison, Twelfth Virginia Regiment, Continental Establishment, commanded by Colonel Woods and General Scott. Fought at Brandywine, Monmouth, and Stony Point. Received pension, aged 78, in Mason County, Virginia, October 10, 1820.

JACKSON, JOHN

Served as a private in the Revolutionary Army and was the great-

grandfather of General Thomas J. "Stonewall" Jackson, rated as the greatest military strategist of all time.

John Jackson was born in Londonderry, Ireland, between 1715 and 1719, moved to London, and in 1848 emigrated to America. He married Elizabeth Cummins of English descent in Cecil County, Maryland. They settled in what is now Hardy County, West Virginia, about 1750 and lived there for a time before establishing a home on the Buckhannon River. He died in Clarksburg in 1801-1804, aged 84. Elizabeth Cummins Jackson died at Clarksburg in 1825 at the age of 101.

JACOB, JOHN JEREMIAH (Lieutenant)

Service—Maryland Va. No. 6801 Bo. W. 11930 and B. L. Wt. 1405

Served four years and three months as lieutenant and paymaster in the Sixth Maryland Regiment, under Colonel Shryock, General Washington, and General Gates, from the summer of 1776 until the fall of 1780. Was in action at Brandywine, Germantown, and Monmouth. Pension granted, Hampshire County, Virginia, 1819. His marriage to Susan J. McDavitt took place at the house of Joseph Cresap, July 4, 1821, with the Reverend Louis Fechtig of the M. E. Church as minister, and is recorded in Allegheny County, Maryland. Pension was also granted the widow and bounty land warrants were issued for two tracts of land.

JACOBS, DAVID

Native of Pennsylvania. Enlisted in the spring of 1777; served as a private in Captain James Black's company, Colonel Malcolm's regiment, and in Captain John Orr's company, Colonel Spencer's regiment, and in quarters seven miles from Morristown; was in the battle of Monmouth where he was wounded by a bayonet in his thigh; was in the battle of Paramus under Major Thomas Byles where Jacobs was taken prisoner and held in New York nine months; was exchanged, and joined his regiment at Stony Point; was transferred and served in Colonel Walter Finney's company, Colonel Richard Humpton's and Walter Stewart's Pennsylvania regiments; was in the battle of Eutaw Springs, was at the capture of Cornwallis, and was discharged in 1783.

During his service he lost the sight of one eye, and the other eye was later affected. He was granted pension, 1818, upon his application in Tyler County, aged 59. He died May 18, 1835. The soldier's wife, Elizabeth, was born October, 1788. Their children were: Jacob, born May 17, 1811; John, born May 22, 1813; and Prudence, born May 29, 1821.

JACOBS, SAMUEL

Before the Wood County Court June 2, 1818, Jacobs testified that he was 87 years old and that he enlisted in the Revolutionary Army under Captain Voss. He served for nine months until he received a wound which disabled his limb and rendered him unfit for military duty. He consequently received his discharge at Philadelphia. His claim for pension as a Revolutionary soldier was approved by the court and forwarded to the War Department.

JAMES, ISAAC
Service—Virginia Va. No. 23823 No. S. 18053
Born March 16, 1758, Northumberland County, Virginia, and in the same county enlisted August, 1781, in the company of Captain Kirkpatrick in a Virginia Continental regiment, commanded by Colonel Gaskins, and remained in service nine months. In Hampshire County, Virginia, the soldier applied for pension, which was granted April 9, 1834. Supporting statements were submitted in his behalf by William Welsh and R. Davis.

JARREL, SOLOMON
Service-Virginia Va. No. 7459 No. S. 38076
Enlisted, Orange County, Virginia, as a private and served three years under Captain Holt of the First Virginia Regiment, under Colonel Rigson and General Wayne. Fought at Stony Point and Monmouth. He was on the Virginia rolls from late in 1776 until 1779 or 1780. Pension was granted him in Monroe County, March 8, 1819.

JARVIS (JARVICE), FIELD
Born Westmoreland County, Virginia, April 25, 1756. Resided in Bedford County, Virginia, in 1773 and enlisted in that county in 1776. Resided in Botetourt County, a part of which is now Monroe County, Virginia, in 1781. First service was guarding the lead mines of Wythe County, with the militia under Captain William Loftridge and Lieutenant Stephen Saunders. He was discharged by Colonel Ennis. He volunteered again in 1777 under Captain John Tolbert, Lieutenant Arthur Mosely, and Ensign Edmund Tate and marched to Richmond, Williamsburg and to Little York, then returned to Williamsburg at end of his enlistment and was discharged by Colonel Thompson Mason. In 1779 he was called on by Colonel James Calloway to guard prisoners taken at Tarleton's defeat by Colonel Washington and General Morgan. Pension was granted him in Monroe County, July 5, 1833. Supporting data submitted by Samuel Clark, Hugh Caperton, R. S. Shanklin, and John Holsapple.

JARVIS, JOHN
Before both Harrison and Lewis County, Virginia, Courts, John Jarvis made application for pension as a Revolutionary soldier. He stated that he had enlisted in the Revolutionary Army under Captain Bennett Mathews, Baltimore County, Maryland, the commander of a rowing galley; that this galley made trips to Norfolk, Portsmouth, Hampton, and later three trips to Little York. He then secured a substitute, later re-enlisted on a French galley commanded by Captain Davy, and then made another trip with Captain Mathews. He enlisted on St. Patricks Day in company with William Miles, James Hughes, John Ellis, Edward Reed, Mitchell Wheeling, Thomas Munhews or Monhon, John, his brother, and John Stephenson.

JENKINS, JOHN
Service—Continental Va. Ill.-Va., 19018 No. S. 36632 and B. L. Wt. 2174
Enlisted, Hampshire County, Virginia, January, 1777, and served

until 1783. For a time was private under Captain Bedinger and James Gumm, Virginia Continental Line, and First Regiment of Light Dragoons, under Colonels James Posey and Anthony White, and General Wayne. Was at Camden, Guilford Courthouse, Geeche River, and at surprise of General Wayne at the Widow Gibbons. Discharged by Major John Swan at Ebenezer, Georgia, at end of war. At age of 65 applied for pension, which was granted in Hardy County, Virginia, July, 1823. Supporting data submitted by John Henis, Van C. Dawson, Drusilla Dawson, Leonard Bowers, Joseph A. Kee, and John Hopewell. Transferred to Illinois in 1839.

JENKINS, REUBEN

Born Westmoreland County, Virginia, 1759, and there enlisted in 1777 under Captains Sanford and Harper, Colonels Parker and Campbell, and Major Austin. Took part in the siege and capture of Yorktown and saw other service. Applied for pension November 30, 1833, Preston County, Virginia. Supporting claims presented by Thomas Hobbs and Moses Beavers. Claim was rejected.

JENNINGS, JOHN

Service—Virginia Va. No. 31016 No. S. 13529

Born in England in 1753. At the outbreak of the Revolution resided in Berkeley County, Virginia, where he enlisted October, 1780, under Captain Hunter in the Virginia Line under Colonel Morgan. Participated in the siege of Yorktown and the capture of Lord Cornwallis. Removed to Fayette County, Pennsylvania, after the Revolution, and there applied for a pension which was granted March 14, 1837. He was transferred to Preston County, Virginia, in 1841. Supporting data submitted by Philip Langstreth, John Delany, and William Shinnsberger.

JOHNSON, ANDREW

Service—New Jersey-Penna. Va. No. 23507 No. S. 15905

Born Germantown, Pennsylvania, in the fall of 1758; died March 4, 1846. Enlisted Buck County Pennsylvania, in the summer of 1776, and saw service under Captains Gibson, Stokes, Bentley, Ross, Cadwallader, Bulls, Smallwood, and Generals Washington and Smallwood. In 1791, saw service in the Indian wars under Captains Kerby, Slough and Hamilton, enlisting in this service from New Brunswick, New Jersey.

His wife was Elizabeth Green, who was captured by the Indians and held prisoner for years. The names of their children were: Rebecca Johnson Castle, Nancy Ann Johnson Small, Sarah, Isaac, and Jesse.

Pension was granted the soldier in 1834 while living in Preston County. Then his service was disputed and pay was suspended for 12 or 15 years, but was reinstated in 1846 through the efforts of William G. Brown. Supporting data was submitted by James Carroll, Philip Martin, Thomas Squires, Edmonson Moore, James Brown, John Miller, Henry Miller, John Mason, Robert Hawthorne, and W. G. Payne.

JOHNSON, BENJAMIN

Service—Maryland Va. No. 26396 No. 27761

Enlisted, Charles County, Maryland, June 10, 1778, and served as

private and fifer under Captain Winchester in the Third Maryland Regiment, commanded by Colonel Guess and General Smallwood. Took part in the Battle of Princeton.

Kanawha County has the record of the marriage, August 8, 1829, of Benjamin Johnson and Elizabeth Price (McGraw) by James Callahan and the Reverend Whitten, of Loop Creek, Fayette County. Soldier received pension in Fayette County in 1832, at age of 76. His widow, aged 75, applied for and received a pension December 5, 1878, and died January 22, 1881.

JOHNSON, BENJAMIN No. 5564

Pension application of Benjamin Johnson was filed in Kanawha County, August 13, 1833, and was supported by statements of Andrew Donnally and George W. Summers. His claim, however, was rejected on the grounds: "First, that his alleged service in collecting beeves for the Army is not considered military service and is, of course, inadmissible; and secondly, that the last named term does not amount to six months."

JOHNSON, BENJAMIN (REBECCA) No. 5562

Application of Rebecca Johnson, widow of Benjamin Johnson, for a pension as a widow of a Revolutionary soldier, was filed in Mason County, Virginia, May 26, 1858, at which time she was 88 years old. Benjamin and Rebecca Johnson had married February 15, 1794, and the soldier had died January 29, 1834. Supporting claims were made by William McCallister, William Bitgood, Alfred Brown, Thomas Summers, John Harmon, and Charles I. Amos. Although evidence was available that a Benjamin Johnson had seen service as an infantryman, and again as a sergeant of infantry, the claim was rejected awaiting further proof.

JOHNSON, GEORGE

Service—Virginia Va. No. 4120 No. S. 38088

Enlisted, Martinsburg, Berkeley County, Virginia, February, 1776, and remained in service until 1781. Served as a private under Captains George Wayler and Griffin, Fourth Virginia Regiment, commanded by Colonel Neville. Took part in engagements at Germantown, Monmouth, Trenton, and Yorktown. Received pension, November 4, 1818, Jefferson County, Virginia, at which time he was 68 years old. Supporting data submitted by Major Abram Davenport.

JOHNSON, ROBERT

Born in New Jersey, 1744, son of Judith and Garrett Johnson; came with ten brothers and sisters to make his home east of Meadowville, Barbour County, about 1788, and died March 16, 1831. Garrett Johnson was the son of Rutger Janson or Johnson and Annetje Gerritt's, who lived in Somerset County, New Jersey. Robert Johnson lived in Hopewell, New Jersey, at the outbreak of the Revolution, saw service as a private in that war, and was discharged from service, March 19, 1781.

He married in Henterdox County, New Jersey, Mary Vannoy, born, 1749, and died, December 1, 1827. Their children were: Garrett, married

Mary, daughter of James England; Isaac, married Hannah, daughter of James Poling; Benjamin; Francis (Frank), married Elizabeth England; Rachel, married Ebenezer Kelley; John, married Elizabeth, daughter of Peter Poland; William, married Catherine, daughter of Christopher Hovatter; Robert, married Elizabeth, daughter of John Hoffman; Rebecca, married William Hoff; Levi, married Rebecca, daughter of William McMillan.

JOHNSON, THOMAS

Served in Captain Drake's company. In 1781, he was with Colonel Drake's Berkeley and Hampshire regiment at the siege of Yorktown. He was living in Shepherdstown in 1781.

JOHNSON, THOMAS

Before the Greenbrier County Court in 1850, Mathew Mattics proved to the satisfaction of the court that Thomas Johnson, deceased, was the individual who was entitled to a pension from the United States Government under the Act of June 7, 1832.

JOHNSON, WILLIAM

Born on the Eastern Shore of Virginia, 1755, and enlisted in the Revolutionary Army in Augusta or Bath County, Virginia. He was on the tax books of Kanawha County in 1802, and died, December 22, 1805. His wife, Amy, was born between 1750 and 1760 and died December 23, 1837. Their children were: the Reverend John Johnson, born 1777, died 1861; married, June, 1802, Elizabeth Sims, died 1842; married, February 19, 1846, Mrs. Polly Peters Windsor; William Johnson, Jr., married, October 15, 1814, Nancy Ann Lewis; Polly, married, April 23, 1810, Benjamin Darlington; James, married, April 29, 1815, Elizabeth Miller; Nelson, married, 1813, Nancy Murphy; Amy, married, November 16, 1816, Turley Foster, of Nimrod; Elizabeth, married, March 12, 1822, Preysley Foster of Nimrod; Nancy, married, January 11, 1815, Peyton Foster of Nimrod.

JOHNSTON (JOHNSON), JOHN

Service—Virginia Va. No. 16585 No. S. 8763

Born in Ireland in 1732. Enlisted in Berkeley County, Virginia, under Captain Lyle in the Virginia Line under command of Major Scott, Colonel Morrow, and General McIntosh, and took part in McIntosh's campaign and the Indian wars. Pension certificate was issued to the soldier in Morgan County, September 5, 1833. Supporting data was submitted by M. Pentony, W. Neely, and M. Roony.

JOHNSTON, RICHARD

Service—Virginia Va. No. 12458 No. S. 38873

Resided before the Revolution in Pennsylvania and Virginia. Enlisted at Valley Forge, Pennsylvania, in 1777 and served until 1781 as a private under Captain Wells in the Fifteenth Pennsylvania Regiment, commanded by Colonels Russell and Wallace, and Generals Wayne, Lafayette, Wolford, and Washington. Saw service at Monmouth, Stony Point, and Charleston. Pension certificate issued July 9, 1819, Monongalia County, Virginia.

JOHNSTON, ROBERT

Enlisted, Lancaster County, Pennsylvania, in 1780 and served until 1783 as a private under Captain Turnbath, Twelfth Pennsylvania Regiment, under Colonel Proctor. Received pension, Frederick County, Virginia, June 30, 1819. (Residence in West Virginia is uncertain.)

JOHNSTONE (JOHNSTON or JOHNSON), PETER

Service—Pennsylvania Certificate No. 938

Enlisted under Captain John Wilson, Lancaster County, Pennsylvania, in the Eighth Pennsylvania Regiment, in 1776 under Colonel Broadhead and Lieutenant Colonel Stephen Bayard. In pension application filed in Monongalia County, Virginia, he says that he got permission from his captain, 1777, to go to North Carolina where he remained until 1779; then rejoined his command which had returned to Fort Pitt after serving on the eastern battle front.

Continued to make his headquarters at Fort Pitt until his discharge in 1783 as a corporal. He served with Captain Sam Brady and Captain John Clark in the two companies that were given special duty there under Lieutenant Colonel Bayard. These men, apparently picked riflemen, some of whom had served with Colonel Daniel Morgan's Riflemen, ranged the frontier from Fort Pitt and Fort McIntosh to Fort Henry, Wheeling, and other points on the frontier. His oldest daughter, says family tradition, was born in a blockhouse, possibly at Fort Pitt.

Johnstone appeared in Harrison County, about 1788 and lived there until his death, September 6, 1840, aged 88. He had been a pensioner since 1829. He was first married to Eleanor (or Nelly) Peters. The marriage bonds of all five children: Mary (Hall), Margaret (Current), Abraham, John, and Robert, are filed at Clarksburg, his signature being "Johnstone" in every case. He was the ferryman on the Tygart Valley north of Grafton, was one of the commissioners who established Pruntytown, first county seat of Taylor County, and was High Sheriff of Harrison County, 1820-1822. His second wife was Susannah Armstrong, a widow.

JONES, BERRYMAN

Service—Virginia Va. No. 16395 No. S. 5632

Born Amherst County, Virginia, 1757. Enlisted in 1781 in the Revolutionary Army in Augusta County, Virginia, under Captain Brown in unit commanded by Colonel Cameron. Served at Richmond and Jamestown. Then substituted for his brother, Valentine Jones, and marched to Carolina in pursuit of Cornwallis, through Charlottesville, Williamsburg, Salisbury, Catalia, Broad River, thence to Cowpens. Detailed to march back to Salisbury with prisoners. On next "tour" marched against the Indians in the Greenbrier and Monongahela Valleys under Captain John McKenzie. Took part in siege and capture of Yorktown, and later helped guard prisoners at Winchester.

Pension granted soldier for eighteen months service August 5, 1833, Greenbrier County, Virginia. Supporting data filed by Samuel Sams, Samuel Clark, Mark H. Goshen, and the Rev. John McElhenney.

JONES, HARRISON

Received a pension in Berkeley County, Virginia, as a private in the Virginia Line during the Revolution. Died after 1835.

JONES, HENRY

Service—Virginia Va. No. 23581 No. W. 4249

Born December 7, 1751, King George County, Virginia. Died, February 6, 1838. Enlisted in the Revolution, August 20, 1775, in Fauquier County, and was honorably discharged July 10, 1781. Served seven months as a private under Captain Prickett or Pickett, Ensign Withers, and Lieutenant Marshall in Virginia Regiment commanded by Colonels Taliaferro and Stephens.

Pension granted soldier in Hardy County, February 28, 1834. Supporting data filed by William Harr and Christian Goodnight. Married, September 17, 1776. Wife's name was Rachel. Widow applied for pension, March 12, 1840, aged 82, and certificate was issued following year.

JONES, JAMES

Service—Virginia Va. No. 1912 No. W. 17917

Born, Prince William County November 16, 1760, son of Peter and Elizabeth Jones; died, March 16, 1849. By publication, October 27, 1781, in Fauquier County, married Mary, daughter of William and Susanna Leach. She was born, August 10, 1763. Their children were: William, born, December 6, 1782; Samuel, born, March 2, 1784. Soldier enlisted, August 16, 1777, under Captain Elias Edmonds in the Second Virginia Artillery Regiment, commanded by Colonel Thomas Marshall. He served his full period of three years and left the service in August, 1780, receiving his discharge at Richmond. He was at Greenville, North Carolina, and at Hillsborough at the time of General Gates' defeat.

Soldier received pension, Monroe County, Virginia, 1832. Widow received pension, January 7, 1850, which was later suspended. Supporting data filed by Lieutenant Colonel Elias Edmonds. In his pension declaration in Monroe County he says that Chief Justice Marshall can prove his claim.

JONES, JACOB (Ensign)

Served as an ensign in the rangers of West Moreland County, Pennsylvania, and Monongalia County, Virginia. For a time was a member of Captain Nicholas Shinn's company. Pennsylvania archives show that he received payment for at least four expeditions and also "depreciation pay" as a Continental Army soldier in Pennsylvania. Other records indicate that he was considered a part of the military quota from Virginia and received depreciation pay also in Richmond for the War.

Born, 1732, in New Jersey and died in 1829, near Khottsville, now Taylor County. In Burlington County, New Jersey, September 28, 1763, married Dinah Staunton or Stanton, born at Egg Harbor, New Jersey. Their children were: Mary, 1764; John, 1766; Benjamin, 1768; Samuel, 1772; William, 1774; Jacob, Jr., 1775; Rebecca; Martha. Jacob and Dinah Jones migrated from New Jersey first to Loudon County, Virginia,

and about 1769 came into the Monongahela Valley. In 1771, they settled on Dunkard Creek in West Augusta County, near the Mason and Dixon Line, north of Pentress, now in Monongalia County. Dinah Staunton Jones, who died in 1829 three weeks before her husband, was the daughter of John Staunton and Dinah Gale, who were married at Burlington, New Jersey, October 6, 1732.

There is also found among __ew Jersey wills that of Samuel Gale (also spelled Galee, Gaill, Geall, Gail, and Gaile) of Great Egg Harbor, Gloucester County, New Jersey, dated October, 1720, and proved, December 25, 1730, in which is mentioned his wife, Mary, and daughters Dinah and Sarah, evidently a continuation of the above line of descent.

Book Reviews

GRANT OF APPOMATTOX: A STUDY OF THE MAN. By William E. Brooks. Indianapolis: Bobbs Merrill, 1943. Pp. 347. $3.00.

The chief merit of this book is its step by step disclosure of how Grant, imbued by the "sense that the war could be put through and must be put through," grew with each demand. Like most Americans, he learned from experience, for, as stated by the author, "Every campaign taught him something. At Belmont he learned the necessity of reserves, at Donelson the power of pugnacity, at Shiloh the terror of surprise," all of which entered into his plans at Vicksburg and the Wilderness. Best of all he learned "when everything seemed to be against him, not to accept defeat." Meanwhile, he kept his homely virtues and thus endeared himself to his soldiers and won the respect of his superiors and associates.

In this day, when so much depends upon the success of strategy and campaigns rather than the mere winning of battles, Americans and others will be interested to learn that Grant was "the only one of all the commanders, except Sherman [Confederate or Federal], who saw the war as a whole." If this claim is established after running the rounds of the critics, it, plus Grant's homely qualities and virtues, his simplicity and modesty, will establish him as the greatest soldier of the Civil War. Yet he was admittedly not a professional soldier, for from first to last, he yearned for peace.

Although McClellan would have encircled Richmond and Scott and others appreciated the strategy involved in the control of the Mississippi, the claim for Grant's astuteness is rather convincingly established by the author who correctly indicates that the greatest strategical problem of the War was to create an enemy rear. Following the failure of other Federals to do this by the closely held Shenandoah, Grant, after the manner of the Russians in taking Stalingrad, Rostov and Kharkov, did "by going farther away and swinging a wider circle: in his campaign against the rivers and by the movement of Sherman in 1864 to Atlanta and the sea, while he [Grant] held Lee before Richmond —'a right-flank wheel of over a thousand miles extending over three years in time.'" A person who could conceive and execute such a movement was no ordinary soldier.

Although this book makes no pretentions to exhaustive scholarship, such as is found in Freeman's four volume LIFE OF LEE, it is adequately documented, carries a six page bibliography, and combines with familiar materials a wide range of new data drawn from newspaper files, manuscript collections, and an abundance of purposeful reading. With this background and a facility for the use of elegant and forceful English, the author has produced a book of unique charm and historical value. Unlike the debunkers of a generation ago who seized upon men's shortcomings and delinquencies, Mr. Brooks uses the more wholesome facts

of life, from which he assays something of courage, something of wisdom, something of character. All that was needed to bring these forth in Grant was an opportunity. The inference is that many heroes are never discovered. For friends of democracy it is consoling to know that they are in reserve and can be developed in emergencies.

Although the author suggests that the subject of his story ought ever to be known as "Grant of Appomattox" for the place where "he reached the height of his glory, the climax of his achievement," he has made it possible for the first time to know Grant the man, which was evidently his chief purpose. Both the "Contents" and the context of the book, as well as the sub-title, indicate this. Following a prologue entitled "The Meaning of the Man," the book is divided into two parts, the first of which is entitled "The Making of the Man" and the second, "The Man at His Best." Moreover, the epilogue, "The Man and Today," reviews the story of Grant's rise to man's stature and to success by turning "the common stuff of him to such uncommon uses." In a very real way Grant was a product of our democracy which the author thinks can be depended upon to produce a man for every crisis, even the present one.

Briefly but adequately, the book traces the Grants from their origin in England to their home on the Ohio near Cincinnati, where Ulysses S. was born. A reading of the first chapters of Part One leaves no doubt that his branch of the family had innate character qualities. That is why the subject of this story with the aid of his wife Julia, formerly Julia Dent, was able to conquer a fondness for intoxicants, acquired under the trying conditions. In the hands of jealous and designing rivals the stigma cast upon Grant by this lapse hounded him for years and might have denied him his opportunity, but for the discernment of Abraham Lincoln.

Apropos of this triumph, a heretofore generally accepted statement to the effect that Grant, at the beginning of the War, was nothing more than a down and out clerk in his father's leather store at a salary of $600, has a new interest. Fortunately for his hero and for our country as well, the author, seemingly unintentionally, debunks this slander by showing that Grant and his brother were at that time, in keeping with a family arrangement, on the point of taking over their father's considerable business and that the yearly allowance was, under the prevailing conditions, quite adequate for its purpose.

West Virginia University
Morgantown, West Virginia

C. H. AMBLER

FOR MY PEOPLE. By Margaret Walker. New Haven, Connecticut: Yale University Press, 1942. Pp. 58. $2.00.

Miss Margaret Walker, the winner of the Yale Series of younger poets' award and the first Negro to win this competitive honor, was born in Birmingham, Alabama, July 7, 1915. Her father is a Methodist minister, her mother a teacher of music. Both are university graduates. Her early education took place in various church schools in Meridian,

Mississippi; Birmingham, Alabama; and New Orleans, Louisiana. In 1935 she graduated from Northwestern University. For the next four years she worked in Chicago at various jobs—as typist, newspaper reporter, editor of a short-lived magazine, and on the Federal Writers' Project. In 1939 she entered the School of Letters of the University of Iowa and received the degree of Master of Arts in 1940. She is now a teacher of English at West Virginia State College, Institute, West Virginia. She has written since she was thirteen, but FOR MY PEOPLE, a book of 26 poems, is her first published volume.

FOR MY PEOPLE, the title poem of Miss Walker's first published book of verse, paints a full picture of, or we might say, gives an all inclusive record of the plight, the struggle, the great mass of questions, and problems that face a group of American citizens. In this poem Miss Walker, with her odd stanzaic form, unusual punctuations, and with a generous use of well chosen descriptive words, gives the life history of a race that is yet seeking to know "the reasons why and the answers to." In a sweeping glance she sees all of her race— the young and the old, the religious and the wicked, the industrious and the lazy, the thrifty and the spendthrifts, the educated and the ignorant, the wise and the foolish, the serious and the giddy. She knows all types are in her race, just as all types are in all other races.

As one listens to the thundering, yet subdued emotional tones, he thinks of a prophet of old denouncing the leaders of his day for their lack of understanding, and for their refusal to improve the social conditions surrounding them. The poem has an emotional intensity which makes the words ring out over and over again long after the first reading. In this poem Miss Walker seems to sum up her life, her hopes, her desires, and everything she ever wanted to say about a people not integrated into the social pattern of their native land. The poem has a freshness, a depth of understanding, a disquieting sincerity, a candor, and an honesty not usually found in a young poet. We are moved when she says:

> "For the cramped bewildered years we went to school to learn to know the reasons why and the answers to and the people who and the places where and the days when, in memory of the bitter hours when we discovered we were black and poor and small and different and nobody cared and nobody wondered and nobody understood:
>
> . . . . . .
>
> "For my people thronging 47th Street in Chicago and Lenox Avenue in New York and Rampart Street in New Orleans, lost disinherited dispossessed and happy people filling the cabarets and taverns and other people's pockets needing bread and shoes and milk and land and money and something—something all our own; . . . ."

It is a realistic poem full of sympathetic understanding. The mood of the last stanza seems to be somewhat militant in its appeal to—

> "Let a new earth rise. Let another world be born. Let a bloody peace be written in the sky. Let a second genera-

> tion full of courage issue forth; let a people loving freedom come to growth. Let a beauty full of healing and a strength of final clenching be the pulsing in our spirits and our blood. Let the martial songs be written, let the dirges disappear. Let a race of men now rise and take control."

"Sorrow Home" and "Southern Song" show the great love the young author has for the South. She loves the clay, baked by the southern sun, the clover blossoms, the rain soaked earth, the gulf blue streams, and the smell of fresh pines, but her love, for these beautiful things found in the South, is over-shadowed by a picture in her memory—a picture which repels every liberty loving human being. We learn why she and thousands of her people have left the land they love so deeply that time cannot erase the beautiful spots when she says:

> "I want no mobs to wrench me from my southern rest; no forms to take me in the night and burn my shack and make for me a nightmare full of oil and flame."

Again, as she thinks of all the common things of the South that beckon her, she cries in a voice full of earnest pleading—

> "How long will the Klan of hate, the hounds
> and the chain gangs keep me from my own?"

"We Have Been Believers" recounts the story of her people's belief "in the black gods of the old world" . . . and "the white gods of a new land." She says these beliefs were so deep-rooted that "neither the slavers' whip nor the lynchers' rope could kill our black belief." Miss Walker states that her people, in their hunger and destitution could work and dream of their entrance into the New Jerusalem—a vision which gave them hope and power to endure suffering, but she announces that the race now stands waiting for "the touch of one fiery iron" so that truth may open the eyes of the blind, the ears of the deaf, "and the tongues of the people be filled with living fire." She closes the poem on a note of fearlessness:

> "We have been believers believing in our burdens and our demigods too long. Now the needy no longer weep and pray; the long-suffering arise, and our fists bleed against the bars with a strange insistency."

Here in these closing lines Miss Walker seems to sense an impatience in her "long-suffering" people. She sees them beating against the bars which have been forged to hold her people within a narrow area.

In "Delta" Miss Walker reveals, with great vigor and undaunted courage, the spirit of a large group of people who desire answers to the bitter questionings that are arising daily. The rain and the sun are falling too heavily upon the shoulders of her people and we hear them say—

> "I go up and down and through this valley and my heart bleeds with my blood here in this valley. My heart bleeds for our fate"—

A fate so hopeless that music cannot lift, and the despair deepens by "the wailing of a million voices" that are saying—

"If only from this valley we might rise with song!"

The poem gives another realistic picture of the hopeless plight of a large group of people in our country—people who labor but are forced to say to us—

"We tend the crop and gather the harvest but not for ourselves do we labor, not for ourselves do we sweat and spend and starve under these mountains we dare not claim."

And then the group is filled with a restlessness which makes them view their unfulfilled dreams for the opportunity to possess, to breathe free air, to live, and their troubled lives are flooded with "a passion for freedom" and we hear them saying—

"Love overwhelms our living with longing strengthening flesh and blood within us banding the iron of our muscles with anger making us men in the fields we have tended standing defending the land we have rendered rich and abiding and heavy with plenty."

"To Day," the poem which concludes the first section of the book, has two parts—the first is a song for those living in the city slums, dying of hunger, dying of pellagra, the "scarecrows strung against lynching stakes"; it is a song of "man's struggle to be clean, to be useful, to be free," and of those who have sought escape from unpleasant reality through gambling and drink. In the second part of the poem the author, in the reverberating tones of her title poem, denounces those American citizens who are undisturbed by human sufferings at home and abroad and commands them to—

"Pray the Men of Mars to descend upon you. Pray Jehovah to send his prophets before the avenging fire. Pray for second sight and the inner ear . . ."

The second section of Miss Walker's book is devoted to ballads, folklore, and portraits—legendary figures like Molly Means who is "a hag and a witch; Chile of the devil, the dark, and sitch";—the Bad-Man Stagolee whose "bullets made holes no doc could cyo"; or Kissie Lee, who was "allus quick to cry and whine," until her grandmother chid her and said:

"Whin I was a gal wasn't no soul
Could do me wrong an' still stay whole.
Ah got me a razor to talk for me
An' aftah that they let me be.

. . . . .

"Well, Kissie Lee took her advice
And after that she didn't speak twice
'Cause when she learned to stab and run
She got herself a little gun."

Again Poetess Walker paints figures of realism such as "Teacher," whose lust included all women ever made," and "Gus, The Lineman," "who had nine lives" and"lived them all" so well a story went around that he couldn't die, but when he drank too much moonshine and rye—

"He fell into
A little crick
And went out dead
Just like a brick.

. . . .

"They found him drowned
Face in the stream
A cup of water
And his drunk dream.

"And thus went down
A mighty guy—
Gus, the lineman,
Who could not die."

The poems in this section of the book, though written for entertainment, are, like her serious poems, a part of the world around us.

In her sonnets Miss Walker depicts the plight of her people with a piercing intensity which is like a biting wind spreading destruction over a southern garden. The wind ceases, and in the silence which follows, one has time to plan, to plant seeds again, and to think.

She has seen the grumbling miners, the sharecroppers' "rotting shacks—where sentiment and hatred still held sway," and she has seen old women selling their souls and the bodies of girls "to make their bread in ways as best they can." The hurt bewilderment seen on the poor faces filled her with sadness. She says, "I can remember hearing all they said: their muttering protests, their whispered oaths, and all that spells their living in distress."

As she visualizes her people all over our country, she seems to discover the thing lacking—"We need the friendly feel of human forms and earth beneath our feet against the storms." In the last sonnet, "The Struggle Staggers Us," Miss Walker seems to say the problem is not the Negro's problem, but the people's; and if it is ever solved, it will be accomplished by **people** sharing and caring for **people.** A part of this sonnet follows:

"Our birth and death are easy hours, like sleep and food and drink. The struggle staggers us for bread, for pride, for simple dignity. And this is more than fighting to exist; more than revolt and war and human odds. There is a journey from the me to you. There is a journey from the you to me. A union of the two strange worlds must be."

There is an unusual appeal to all liberty loving and sincere believers in democratic principles in Margaret Walker's FOR MY PEOPLE. She does not argue that her people are men and should be granted the opportunities and privileges of men; she simply assumes that all citizens know that her people are men. Her poems deal with problems—

not of the distant past but with problems facing 13,000,000 American citizens living today.

She does not offer a solution to the problems facing a large group of citizens in our country. She states the problems in a heroic candor that compels every open-minded man to feel that he has a definite share in the solution which must come to a land that is fighting now on the far flung battle-fields for the freedom of the world.

Charleston, West Virginia MARY L. WILLIAMS

YOUR COUNTRY AND MINE. By Grace A. Turkington and Phil Conley. Boston: Ginn and Company, 1943. Pp. 629. $1.60.

It is, indeed, refreshing to find a textbook in democratic citizenship that meets the needs of the thinking boy and girl of today. Such a one is YOUR COUNTRY AND MINE by Grace A. Turkington and Phil Conley. In this volume the student finds something more than the history of democracy, and an exploration of democratic terms and institutions. Interwoven with the usual factual material that must always make up the major part of such a work is the philosophy by which democratic peoples live. Thinking boys and girls not only want and need to know why democracy is the best form of government yet to be devised, but they must know also how to maintain this democracy. Having it as an inheritance is one thing; holding it is quite another. While not minimizing one whit the glories, the privileges, the human rights that go with the democratic form of government, the co-authors of this book are constantly reminding its readers of the responsibilities that accompany them. Democracy, they teach, is the product of hard thinking and hard work. If Americans retain it, it must be by more hard thinking, and more hard work. Like any other inheritance, it can be squandered unless it is husbanded zealously.

YOUR COUNTRY AND MINE is a textbook for the youth of the land, but it can be read with profit by persons of all ages. In spite of the fact that the entire world is in the throes of the worst war in the history of mankind, we hear from all sides cries for more leisure and less work. To those people we would recommend the chapters "America A Nation Made by Hard Work," "America A Nation Made by Hard Thinking," and "Being A Worker." Such persons could not help but obtain a keener appreciation of democracy. They would learn that the wheels don't and CAN'T go round of themselves.

Although this text is as easily read as a book of fiction, the authors having used the most appealing of all study-helps, the story illustration, there is nothing easy about the assignments at the end of each chapter. They will tax the ability of the most studious, and a student following through will find himself enriched by the wealth of patriotic literature with which he will come in contact. The text, however, could be read profitably and understood easily by a fifth or sixth grade child. Therein lies the volume's chief value. It is confined to no particular age, but meets the needs of all ages, as it is an up-to-date interpretation of

citizenship in a democratic government. "Americans," we read in YOUR COUNTRY AND MINE, "young and old, like to climb to the high places to look their country over—to survey their inheritance." The authors of this book have also climbed the high places, and with great skill have given the youth in our schools a word picture of democracy that will make him keenly appreciative of his blessings as a citizen of the greatest Democracy of them all, the United States of America.

Charleston, West Virginia CECILE R. GOODALL

GREENBRIER PIONEERS AND THEIR HOMES. By Ruth Woods Dayton. Charleston, West Virginia: West Virginia Publishing Company, 1942. Pp. 383. $3.00.

In GREENBRIER PIONEERS AND THEIR HOMES, Ruth Woods Dayton presents in an alluring style an easily readable and inspiring history of the early settlement and development of that fertile and picturesque area which is comprised within the boundaries of Greenbrier County. This book is liberally illustrated by a large number of drawings skilfully done by Ashton Woodman Reniers and Naomi S. Hosterman, reproduced by fine screen halftones. Some events occurring, and a few homes built, and some personalities living, beyond the present borders of Greenbrier County, but within the territory of the original Greenbrier County which comprised all or a part of seventeen other West Virginia counties and two counties of Virginia, are presented, but the historical significance of these events to the present Greenbrier County and the nearness of the homes and personalities to Lewisburg are such that a story of Greenbrier would not be complete without their inclusion.

The well-chosen style for this presentation centers around the description of many beautiful and sturdy houses constructed in Greenbrier more than one hundred years ago, but, of more importance, artfully woven into the history of the houses is the portrayal of the strong characters and striking personalities of the pioneers who built the houses, lived in them, and made them homes. The stories of the personalities are the history of the community.

A study of the Greenbrier pioneers includes the study of some who were frontiersmen as well, for the reason that, for some years after the Shenandoah Valley of Virginia, whence came most of the Greenbrier pioneers, was peacefully settled, the Greenbrier region was in truth a western frontier subject to the ravages of the roaming and predatory Indians. The author associates the present with the frontier days by identifying many of those who now live in Greenbrier, some of them in the homes built by their forbears, with their pioneer ancestors.

GREENBRIER PIONEERS AND THEIR HOMES presents an interesting insight into the early government of our frontier land, the customs of travel of the earlier days, and the hospitality then in vogue. It recalls the individualism of the early industry, notes that wit and humor had their place in the lives of the men and women of that period, even as today, and does not overlook the romances of the times.

It is inspirational in its recognition of the great importance rightly attributed by the early pioneers to the religious and educational life of an influential community. Notice is taken of the visits to Greenbrier by national figures of the earlier days and of the associations which were had by the Greenbrier pioneers with some of these early Americans whose influences have been ineradicably woven into the life and history of our nation. Appropriate thought is given to that rapidly passing, if not already passed, social life which centered about the mineral springs with which the Greenbrier area is so richly endowed.

GREENBRIER PIONEERS AND THEIR HOMES shows the constructive and far-reaching influence of men and women of strong characters and minds, and in a very natural way gives a reason for the intellectual attainments, industry, thrift, and positive character which today characterize the people of Greenbrier. The religious and educational philosophies of the pioneers yet live in that favored county in the interests and activities of their descendants who are strengthened by the atmosphere of the early homes.

The author, Ruth Woods Dayton, a native of Philippi, Barbour County, is a true West Virginian, descended from a line of distinguished West Virginians. She is the daughter of the late Samuel V. Woods, a former president of the State Senate, and the granddaughter of Samuel Woods, a former judge of the Supreme Court of Appeals of West Virginia and, earlier, a member of the West Virginia Constitutional Convention of 1872, from Barbour County, where his father, coming from Pennsylvania, had settled in 1848. On her mother's side Mrs. Dayton is descended from Isaac Strickler, whose family came to West Virginia soil from the Valley of Virginia many years before the War Between the States. The author is the wife of Arthur Spencer Dayton, a distinguished lawyer, now of Charleston, but likewise reared at Philippi, the son of the late Judge Alston G. Dayton of the federal bench who served five terms in Congress and had entered upon the sixth when he received his appointment. In turn, Judge Dayton was the son of Spencer Dayton, who, coming from Connecticut where his family arrived from England early in the seventeenth century, settled in Barbour County in 1847 and was a member of the Wheeling Convention of 1861 which led to the formation of the State of West Virginia.

Early in life the author became interested in Greenbrier when she was a student at Lewisburg Seminary, now Greenbrier College. More recently Mr. and Mrs. Dayton have constructed of native limestone a lovely home in Lewisburg, in which, in the years to come, some future writer may find reflected the character of its owners as Ruth Woods Dayton has so artistically done in this volume with respect to the Greenbrier homes which are already historic.

GREENBRIER PIONEERS AND THEIR HOMES is the result of much personal investigation, extensive research, and persistent inquiry, and bespeaks the talent and application of the writer and her deep interest in her subject. In producing GREENBRIER PIONEERS AND THEIR HOMES, Ruth Woods Dayton has made a distinct contribution to West Virginia literature.

Charleston, West Virginia HOMER A. HOLT

State History as Featured by the Press

MAGAZINES:

JOURNAL OF SOUTHERN HISTORY (November, 1942), *The South and Its History*, by William O. Lynch; *The Virginia-Chickasaw Treaty of 1783*, by Robert S. Cotterill; *Was Plantation Slavery Profitable?* by Thomas P. Govan; *The Reunion of Two Virginia Counties*, by Susie M. Ames.

THE NORTH CAROLINA HISTORICAL REVIEW (October, 1942), *Letters from Willie Jones to His Son at the University of North Carolina, 1796-1801*, by William Dana Hoyt, Jr.

THE HISTORICAL SOCIETY OF NORTHERN OHIO QUARTERLY BULLETIN (July, 1942), *The Natural Gas Era in Northwesern Ohio*, by Russell S. McClure. (October, 1942),*From Marietta to Detroit in 1815*, ed. by Milo M. Quaife.

AMERICANA (October, 1942), *A Forgotten Charleston Poet: Joseph Brown Ladd, 1764-1786*, by Professor Lewis Leary; *John Henri Kagi, John Brown's Secretary of War*, by John W. Wayland.

VIRGINIA QUARTERLY REVIEW (Winter, 1943), *When the Soldiers Come Back*, by Bruce Crawford.

WILLIAM AND MARY COLLEGE QUARTERLY (October, 1942), *Robert Sully at Jamestown, 1854*, by Charles E. Hatch, Jr.; *The Colonial Courthouses of York County*, by Edward M. Riley; *The Governor's "Extacy of Trouble"*, by Polly Cary Legg.

MISSISSIPPI VALLEY HISTORICAL REVIEW (December, 1942), *Mob Violence in the Old South*, by Clement Eaton; *The Speakership Contest of 1859-1860: John Sherman's Election a Cause of Disruption?* by Ollinger Crenshaw.

MAGAZINE OF THE JEFFERSON COUNTY HISTORICAL SOCIETY (December, 1942), *Charles Town and Its Notables*, by Hannah J. Howell; *Traders Settle at Harpers Ferry in 1707*, by Nellie H. Moler.

TYLER'S QUARTERLY HISTORICAL AND GENEALOGICAL MAGAZINE (January, 1943), *Charlottesville, Virginia, and the American Revolution, 1775-1783*, by Glenn Curtis Smith.

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OHIO STATE ARCHAEOLOGICAL AND HISTORICAL QUARTERLY (January-March, 1943), *Columbus: Ohio Capital*, by Elmer E. Noyes.

NATIONAL HISTORICAL MAGAZINE (January, 1943), *Betsy Ross, Maker of the Flag*, by Paul Elliott. (February, 1943), *The Many Sided Washington*, by Vylla P. Wilson; *Portrait Painters of the Revolutionary Era*, by Margaret J. Marshall.

THE AMERICAN HISTORICAL REVIEW (January, 1943), *Censorship of the Southern Mails*, by Clement Eaton.

THE VIRGINIA MAGAZINE OF HISTORY AND BIOGRAPHY (January, 1943), *Footnotes on Some 17th Century Virginians*, by Francis Burton Harrison; *The Money of Colonial Virginia*, by Mrs. Philip Wallace Hiden; *Maids for Wives*, by Mrs. Henry Lowell Cook.

THE WEST VIRGINIA REVIEW (January, 1943), *Seer of Kanawha Valley*, by Eva Margaret Carnes; *Wheeling's First Preacher*, by Boyd B. Stutler; (February, 1943), *The Treasures It Contains*, by Eva Margaret Carnes; *Home Is the Hunter*, by C. B. Allman.

MAGAZINE OF HISTORY AND BIOGRAPHY OF THE RANDOLPH (WEST VIRGINIA) HISTORICAL SOCIETY (September, 1942), *Unexplored Sources of West Virginia History*, by Innis C. Davis; *The Helvetia Community*, by Werner Wegman; *History of the Early Settlers of Shaver's Mountain, Middle Mountain, and East Rich Mountain*, by E. C. Wyatt; *The Battle of Rich Mountain*, by Lucille Smith.

NEWSPAPERS:

CHARLESTON DAILY MAIL, *Bearer of Message to Garcia* [Colonel Andrew S. Rowan] *Started Career in United States Navy*, January 12.

CHARLESTON GAZETTE, *Andrew S. Rowan, Carrier of Message to Garcia, Died at 85*, January 12.

CLAY COUNTY FREE PRESS (Clay), *Procious Post-Office Established 1886*, December 10; *Dille Post-Office Historical Sketch*, December 21; *Historical Sketch of Fola Post-Office*, January 21; *Porter Post-Office Historical Sketch*, January 28; *Historical Sketch Obrion Post-Office*, February 4; *Ira Post-Office Historical Sketch*, February 25. (All the above articles are by Mark C. Kyle.)

DOMINION NEWS (Morgantown), *Monongalia County Historical Society Elects Dr. Earl Core President*, February 11.

ELKINS INTER-MOUNTAIN, *Time Magazine* [December 7, 1942, issue] *Publishes Article on Major-General Sutherland, Elkins Native Chief-of-Staff to General MacArthur*, December 8.

FAIRMONT TIMES, *Charles Ice First White Child Born West of Allegheny Mountains*, December 24; *Barbour County 100 Years Old, April 3; Judge Ira E. Robinson Urges Special Celebration by Historical Society*, March 6. (Above articles by E. E. Meredith.)

HAMPSHIRE REVIEW (Romney), *Major-General Richard K. Sutherland Awarded Distinguished Service Star of the Philippines*, December 9.

HERALD DISPATCH (Huntington), *New Vessel To Bear Name of "Betty Zane,"* December 16; *Australian Field Is Named Livingstone in Honor of John D. Livingstone, Clarksburg, Killed in Action in Australia*, December 13.

INDEPENDENT (Shepherdstown), *"The Stationer," Chicago Stationary Trade Magazine To Feature West Virginia in Article*, February 10.

PARKERSBURG NEWS, *Wood County's Early History Search Through Wilderness East by Way of Little Kanawha*, in YOURS TRULY, a column by Richard Suter, December 12; *In Memory of the 143d Anniversary of Death of General George Washington*, in BROADER HORIZON, by Minnie K. Lowther, December 13; *"Stratford," Lee Home Contains Much Family History*, in BROADER HORIZON, by Minnie K. Lowther, December 20; *"The Jug" on Middle Island Creek Near Middlebourne Creates Much Attention*, by Susan Minnick, January 31; *Rambling Rarebits*, by Cordelia Moellendick, February 14; *"Excerpts From Historical Writings of Parkersburg and Surrounding Country, Beginning in 1811*, by the late Kate Harris, February 14.

PRESTON COUNTY JOURNAL, *Burning Springs, Wirt County, Marks Center of First Oil Field; First Well Drilled by Charles Reynolds of Charleston in 1842*, December 10.

MARTINSBURG NEWS, *History of First Presbyterian Church; Built in 1825*, December 11; KNOW YOUR MARTINSBURG, a column by F. B. Voegele, December 11, 24, 31; January 8, 15, 29; February 5, 12, 19, 26; March 5.

MINERAL DAILY NEWS-TRIBUNE, *Post of Noted Scientist* [George Washington Carver] *Taken by West Virginian* [Austin W. Curtis, Jr.] *of Institute*, January 21.

MONROE WATCHMAN (Union), *Sketch of Colonel Bailey Kelley Ashford; Ashford General Hospital, White Sulphur Springs, Perpetuates Memory*, December 24; *Rowan Shrine Proposed*, February 4.

MONTGOMERY HERALD, *Cedar Grove Oldest Town in Kanawha Valley; First Settler, Walter Kelly, Came From North Carolina in 1793*, January 21; *Site of State's 4th City* [Parkersburg] *Once Sold for $50*, February 25.

MOUNTAINEER (Ripley), *The Derenberger Family*, December 11, 25; *The Origin and Nationality of the Archer Family*, January 15, 22; February 5, 12, in EARLY HISTORY OF PIONEER DAYS IN JACKSON COUNTY, a serial by Tommie Sewell.

MOUNDSVILLE ECHO, *History of Churches Read Before Historical Society*, March 9.

RALEIGH REGISTER, *Raleigh Woman to Christen Liberty Ship "Betty Zane"; Wilda Jones, of Eccles, Descendant of Famous Pioneer*, December 20; *Biographical Sketch of Dr. Jasper Newton Deahl*, December 29.

WEBSTER REPUBLICAN (Webster Springs), *New Book Delves Into Social*

History of Elk River Region; Berlin Chapman Writes Story of Family, January 6.

WEST VIRGINIA NEWS (Ronceverte), *The Ashford General Hospital, White Sulphur Springs, Named for Great American*, by R. A. Kilduffe, December 24; *Sketch of Michael J. Owens Printed in January Issue of National Geographic Magazine*, January 28.

WHEELING INTELLIGENCER, *History of Allen School Community*, by C. B. Allman, January 15; *Original Rare Pamphlet, Printed in 1788, by James Rumsey of Berkeley County, Virginia, Lent to Oglebay Carriage House Museum by Mrs. W. F. Duerr of New Martinsville*, January 17; *Captain Samuel Brady, Pioneer Indian Scout; Home on Outskirts of West Liberty Still Standing*, February 14.

WHEELING NEWS-REGISTER, *Painting of Battle at Fort Henry by J. A. Faris, Wheeling Artist, Lent to Oglebay Museum*, February 28; *Thomas Family Has Furnished Pioneer Rivermen of Ohio Since 1808*, March 7.

WILLIAMSON NEWS, *Major Rowan Dies, Carried Message to Garcia in '98*, January 11.

WIRT COUNTY JOURNAL (Elizabeth), *Burning Springs Once Called "Rathbone,"* December 18; *The Gray Family*, December 11; *Early Schools*, December 25; *The Rathbone Family*, January 8; *Burning Springs Oil Boom of 1861*, January 15, 22, 29; February 5, 12, 19, in PIONEER HISTORY OF WIRT COUNTY, a serial by Tommie Sewell.

Recent Accessions to the State Department of Archives and History

Compiled by NANCY WILSON, *Librarian*

FREEMAN, DOUGLAS SOUTHALL. *Lee's Lieutenants: A Study in Command* . . . New York; Scribner's Sons, 1942. V. 1 (Manassas to Malvern Hill).

In "Manassas to Malvern Hill" Dr. Freeman describes the rise and fall of Beauregard, the growing friction between Jefferson Davis and Joseph E. Johnston, the emergence and failure of a number of military charlatans, and the first display of ability on the part of a number of new men at a time when the organization developed at Manassas collapsed at Seven Pines. The volume could be regarded as the book of Beauregard, Johnston, Magruder, D. H. Hill, Garnett, Jeb Stuart, Ewell, Gustavus Smith, and "Stonewall" Jackson, among others. It is a narrative which could well be called "The Portrait Gallery of a Great Army."

DAYTON, RUTH WOODS. *Greenbrier Pioneers and Their Homes* . . . Charleston, West Virginia Publishing Company, 1942.

Greenbrier Pioneers and Their Homes presents the people who have made the proud and lovely Greenbrier country. Mrs. Dayton has spent many months, two years in fact, collecting historic facts about the outstanding people in Greenbrier County and their homes, but the volume is more than a succession of descriptions and narratives of substantial men and the houses they built. It is an authentic, beautifully written general history of the Greenbrier district. The drawings of Ashton W. Reniers and Noami S. Hosterman lend charm to the book.

DEAN, SIDNEY W. *Fighting Dan of the Long Rifles;* with illustrations by Manning deV. Lee. Philadelphia, Macrae-Smith Company, 1942. 320 p.

Like Lincoln, Fighting Dan Morgan came up the hard way from obscurity, poverty, and ignorance. When he was asked by a Congressional committee to fill out a questionnaire on his service during the American Revolution, General Morgan wrote, "I fought everywhere—was beaten nowhere," a sentence which summarizes the personal and military life of this typically American hero. Only the land and the times could have made Fighting Dan just the kind of hero he was, for his story is that of the forging of the American colonies into a united nation.

OWEN, RUTH BRYAN. *Look Forward, Warrior.* New York, Dodd, Mead and Company, 1942. 108 p.

"There are no civilians in today's war," Mrs. Owen writes. Alike are

we all subject to attack: Those on the home front, and those in the armed services. Mrs. Owen is a practical idealist doing some constructive thinking. The pattern of her book is crystal-clear and primer-simple. Diagnosis. Prognosis. Cure. She regards the sick man of the world as the victim of his own abuses. She has a high sense of dedication to this sick man. She writes his prescriptions, prescribes his therapeutics, daringly, because she believes that his mind and spirit are reclaimable. Her concentrate conclusions are constructive, however controversial.

MILLER, PERRY, AND JOHNSON, THOMAS H. *The Puritans.* New York, American Book Company, c 1938. 846 p.

Puritanism may perhaps best be described as that point of view, that philosophy of life, that code of values, which was carried to New England by the first settlers in the early 17th century. Beginning thus, it has become one of the continuous factors in American life and American thought. Any inventory of the elements that have gone into the making of the "American mind" would have to commence with Puritanism. This volume portrays the Puritans who settled New England and those of the next two generations who lived there. The focus of the work is Puritanism in the 17th century; the consistent aim has been restriction to what might be called "pure" Puritanism, leaving later ramifications to be traced out elsewhere.

KLINGBERG, FRANK J. *The Morning of America.* New York, D. Appleton-Century Company, c 1941. 479 p.

America's "Morning" was that critical and stirring period from the close of the French and Indian War in 1763 to the opening of the Jacksonian Era in 1829. It was then that the foundations of the country as we know it today were laid down. It was then that the traditions, the institutions, the liberties, and the peculiar character of the people were molded into permanent form to give the words "America" and "American" special meaning and importance to the entire world. In brilliant style and in fascinating narrative, Dr. Klingberg has told the story of the Morning of America.

LAYNE, MAUDE WANZER. *The Negro's Contribution to Music. Charleston,* Mathews Printing and Lithographing Company, c 1942. 88 p.

Maude Wanzer Layne's enthusiasm in her work inspired her to write the story of a group of Negro musicians, acquainting the reader with many whose successes have been sensational yet only locally known. The book is a most useful compendium of factually compiled and recorded history of the accomplishment of the musical life of the Negro people.

BYRD, WILLIAM. *Another Secret Diary of William Byrd of Westover, 1739-1741, with Letters and Literary Exercises, 1696-1726,* ed. by Maude H. Woodfin, tr. and collated by Marion Tinling. Richmond, Virginia, Dietz, c 1942. 490 p.

"The Black Swan of Westover" is a changed Byrd after the twenty-seven adventurous years between his first and second diaries. With Byrd's final return to Virginia in 1726 the London scene with its literary tastes

and emphasis on persons and their manners and morals were left behind. Though he kept his apartments in beautiful and fashionable Lincoln's Inn, his growing family and his landed interests kept him in Virginia. He never returned to England. In his daily activity and in his writing his horizon was bounded by Virginia and her colonial ways. Although his writing thus falls into two distinct periods, a vein of satire and humor is found in the writings of both periods.

PETERS, HARRY T. *Currier and Ives, Printmakers to the American People.* Garden City, N. Y., Doubleday, Doran and Company, c 1942. 41 p. 192 plates.

For half a century Nathaniel Currier and James Merritt Ives served as "printmakers to the American people." Today, they are still printmakers to the American people, for, in the 7500 extant prints that bear their names, a whole heritage of American tradition is caught vividly. In their prints can be found the whole florid panorama of our national life in the mid-19th century, from the baroque elegance of urban mores to the idyllic simplicities of our country life and the gaucherie of a land acutely aware of its frontier.

THOMPSON, JAMES WESTFALL. *A History of Historical Writing.* New York, Macmillan, c 1942. 2 v.

History may be regarded as a great bridge which arches the stream of Time and links the Past and the Present together. From the Greeks to the present, European culture has ever been alert to new intellectual attitudes and sensitive to new interpretation or new criticism. Western society has always been historically minded. How far the study of history is really a study of historians, and how far history is what the historians have said it was, are questions to which the answer is not clear; however, it is generally agreed that the high function of the historian is interpretation. It is from this viewpoint that these volumes offer a survey of the changing conceptions of history, and of the various fashions of writing it, from earliest antiquity to the outbreak of the First World War.

PENNSYLVANIA WRITERS' PROJECT. WPA. *Pennsylvania Cavalcade.* Philadelphia, University of Pennsylvania Press, c 1942. 462 p.

In this book vivid chapters from the brilliant story of the Commonwealth of Pennsylvania are presented under four headings: Historic Places, Historical Highlights, Experimental Settlements, and Transportations. Descriptions of all mansions and Indian forts, a variety of dramatic events—Gettysburg, the Whiskey Insurrection, etc.,—add up to a record of American life which should engage the attention of all and be of particular pride to Pennsylvanians.

EISENBERG, WILLIAM EDWARD. *The First Hundred Years: Roanoke College, 1842-1942.* Salem, Virginia, Trustees of Roanoke College, c 1942. 511 p.

Here is an authentic history of a hundred years at Roanoke College. Great figures stalk across its pages. Some of them are odd, none of them is dull. Mr. Eisenberg endeavored to steer a course between the heavy

and ponderous on the one hand, and the frivolous and light on the other. He tried and succeeded to write a full and trustworthy account of Roanoke College, with emphasis on reader-interest. The book is, of course, of particular interest to students of Roanoke College, and residents of the Roanoke community.

OTHER BOOKS RECEIVED:

AGAR, HERBERT. *A Time for Greatness.* Boston, Little, Brown and Company, 1942. 301 p.

ALSOP, GEORGE. *A Character of the Province of Maryland.* Cleveland, Ohio, Burrows Brothers, 1902. 113 p.

The American Wanderer, by a Virginian. Dublin, B. Smith, 1783. 288 p.

*BIERBOWER, J. C., and BEERBOWER, C. W. *House of Bierbauer.* New Wilmington, Pennsylvania, Globe Printing Company, 1942. 188 p.

BLOOM, SOL. *The Story of the Constitution.* Washington, Government Printing Office, 1937. 192 p.

BRUCE, H. ADDINGTON. *Daniel Boone and the Wilderness Road.* New York, Macmillan Company, 1910. 349 p.

BUTTERFIELD, CONSUL W. *History of Seneca County, Ohio.* Sandusky, Ohio, D. Campbell and Sons, 1848. 251 p.

CAVELYN, EDWARD. *Memories of Some Courageous Southerners.* Boston, Christopher Publishing House, 1940. 66 p.

CHUMBLEY, GEORGE LEWIS. *Colonial Justice in Virginia.* Richmond, Dietz Press, 1938. 174 p.

*COOLEY, MORTIMER E. *The Cooley Genealogy.* Rutland, Vermont, Tuttle Publishing Company, 1941. 1199 p.

DAVIS, EARL H. *Birth Certificates.* New York, H. W. Wilson Company, 1942. 136 p.

DE WEERD, H. A. *Great Soldiers of the Two World Wars.* New York, W. W. Norton, 1941. 378 p.

DEAN, SIDNEY W. *Fighting Dan of the Long Rifles.* Philadelphia, Macrae-Smith Company, 1942. 320 p.

FIELD, HOPE. *Stormy Present.* New York, E. P. Dutton Company, 1942. 253 p.

HIRSHBERG, HERBERT S. *Subject Guide to Reference Books.* Chicago, American Library Association, 1942. 259 p.

JANE, FRED T. *Jane's Fighting Ships.* New York, Macmillan Company, 1941, 529 p.

*JOHN EVANS CHAPTER, D.A.R. GENEALOGICAL COMMITTEE. "Revolution-

ary Soldiers, Who Applied for Pensions in Monongalia County, West Virginia." Morgantown, West Virginia, Mimeographed ed., 1942. 44 p.

KAZIN ALFRED. *On Native Grounds.* New York, Reynal and Hitchcock, 1942. 541 p.

*KENDALL, NORRMAN F. *History and Genealogy: Kendall, Cunningham, Snodgrass.* Grafton, Sentinel Publishing Company, 1942. 160 p.

LAWRENCE, RUTH. *The Voice of Freedom.* New York, The Haven Press, 1942. 596 p.

MARQUIS, ALBERT NELSON. *Who's Who in America, 1942-1943.* Chicago, A. N. Marquis Company, 1942. 2578 p.

A Narrative of the Introduction and Progress of Christianity in Scotland . . . Wheeling, West Virginia, A. Armstrong, 1809. 166 p.

*OWNBY, EVELYN M. *What Does America Mean to You?* Chicago, by the Authors, 1942. Various paging.

SALAMANCA, LUCY. *Fortress of Freedom.* Philadelphia, J. P. Lippincott, 1942. 445 p.

SETH, J. B. and M. W. *Recollections of a Long Life on the Eastern Shore.* Easton, Maryland, Star Democrat, 1926. 82 p.

The Statesman's Year Book, 1942, ed. by M. Epstein. New York, Macmillan Company, 1942. 1474 p.

*UNTERMEYER, LOUIS. *A Treasury of Great Poems.* New York, Simon and Schuster, 1942. 1288 p.

WADDELL, JOSEPH A. *Annals of Augusta County, Virginia* (Supplement). Richmond, Randolph and English, 1888. 492 p.

WADDELL, MAUDE. *Songs of the South.* Charleston, South Carolina, Southern Printing Company, 1942. 205 p.

WAY, FREDERICK, JR. *The Allegheny.* New York, Farrar and Rinehart, 1942. 280 p.

WEBB, ELIZA ANN. *The Mystery of the Old Mill.* Morgantown, West Virginia, Morgantown Printing and Binding Company, 1924. 317 p.

*WISDA, GEORGIA GOSNEY. *Gosney Family.* Corydon, Indiana, by the Authors, 1942. 516 p.

WILLIAMS, REBECCA. *Carry Me Back.* New York, E. P. Dutton and Company, 1942. 320 p.

*Gifts received in the Library.

Contributors

W. E. Brooks, a native Pennsylvanian, is Pastor of the First Presbyterian Church at Morgantown, West Virginia, a pulpit he has served with distinction since 1924. Dr. Brooks was graduated from Princeton University in 1904 and since that time has achieved an enviable reputation in the field of the humanities and in literature. His *Lee of Virginia* and his *Grant of Appomattox* are "classics—widely known, widely read; widely quoted." A Chaplain in the United States Army during the First World War, he was recommended for D. S. M. Among other honors won by him are membership in Phi Beta Kappa, and Chairman of the West Virginia Committee in The Newcomen Society of England.

S. T. DeJournett is Superintendent of Schools for Logan County.

Homer A. Holt, native of Lewisburg, West Virginia, is one of the State's most distinguished members of the bar. Mr. Holt received his early education at the Greenbrier Military School, Lewisburg, and earned his academic and law degrees at Washington and Lee University. When a student in the Law School, he taught mathematics; after his graduation in 1923, he became a Professor of Law at Washington and Lee, a position he held for two years. Among academic honors won by him is membership in Phi Beta Kappa.

In 1925, Mr. Holt moved to Fayetteville, West Virginia, where he began the practice of his profession. In 1933 he was elected Attorney-General of West Virginia, the youngest man ever to hold that office, and at once became conspicuous as a constitutional lawyer. So ably did he discharge the duties of the Attorney-General's office he was marked gubernatorial timber and drafted as a candidate in 1937. Winning the election, he became West Virginia's twentieth Governor, 1937-1941.

Mr. Holt is now a member of the law firm of Brown, Jackson, and Knight, Charleston.

Charles J. Milton is Assistant Director of Museums at Oglebay Park, Wheeling.

Charles H. Ambler is Head of the Department of History, West Virginia University, Morgantown, and President of the Mississippi Valley Historical Association. For biographical sketch see Volume II, page 93.

Mary L. Williams is a teacher in Garnet High School, Charleston, West Virginia. She did two years of her undergraduate work at Ohio University, Athens, Ohio, and later graduated from West Virginia State College, Institute, West Virginia. She holds a diploma in Christian Leadership from the International Council of Christian Education. She

received her Master of Arts degree from Ohio State University. Miss Williams served as Secretary of the West Virginia State Teachers' Association for eleven years and one year after she voluntarily retired as Secretary, she was the unanimous choice of that body for its President. In 1940 at Pine Bluff, Arkansas, she was elected President of the American Teachers Association, an office she yet holds. She is the first classroom teacher to hold this office. She is Chairman of the Kanawha County Committee on Girl Scout work among Negro girls, director of young people's work in the First Baptist Sunday School of Charleston, a member of Alpha Kappa Sorority, and Secretary of the local branch of the National Association for the Advancement of Colored People.

CECILE R. GOODALL, for biographical sketch see Volume III, page 337.

Editor's Page

West Virginia should, as have many states of the Union, form a War Records Commission whose purpose would be to prepare for the future citizens of the State a record of the contributions that its people are making in the present world crisis. From the day of the dastardly attack on Pearl Harbor, West Virginia "has gone all out for victory."

The duties of the War Records Commission should be many-fold. It should preserve the long lists of men who have left the shop, the farm, the office, the factory to fight in the air, on the land and on the sea to maintain the ideals of freedom. This Commission should keep a roster of remembrance of the sacred dead, an honor roll of those who distinguish themselves "in and beyond the call of duty."

Just as a record of the achievements of our fighters on the far-flung battle fronts are necessary in the writing of the history of West Virginia's part in this global conflict, so also is the record of the contribution of our fighters on the home front. The story of the development of giant new industries within the State, the sacrifices of Mr. and Mrs. John Citizen, as shown through volunteer services in the Red Cross and in the OCD, their contribution to the war fund drives, their purchases of stamps and bonds, their victory gardens, and their donations of blood must be recorded for future generations. Nor must the record takers fail the children. Their part, as shown in their collection of scrap materials, their activities in the Victory Corps, their purchase of war stamps and bonds to buy jeeps, their making of articles for the armed forces, will necessarily make up an important chapter in the annals of the State's war effort. Such a proud record of so much sacrifice, suffering and sorrow for the freedom that courageous men value more than life would forever inspire posterity to

guard that freedom, not only for themselves, but for all peoples of all lands—regardless of race, color, or creed.

When one realizes the significance of the assumption that the present global conflict is but a continuation, certainly an out-growth, of the War of 1914-1918, one can appreciate more fully the fact that our Government in 1941 did have at its disposal, thanks to the Department of National Archives, a vast storehouse of World War I materials (although collected only eight years before) upon which to base its actions and its policies.

That the collection and preservation of our war records are essential if West Virginia's contribution to World War II is completely told, no one will deny. That the Nation needs these records of experiences to serve as a crucible out of which she constantly can shape a better pattern of safety for the future, likewise, no one will deny. Frederick Lewis Allen, advancing a principal reason for such records being kept, stated in his report to the Director of the Council of National Defense of World War I: "One does not like to think of the possibility of another war, but still less does one like to think of our entering another war without applying to the full the lessons we learned in this one."

Yes, it is from "current experiences" that Nations and States move forward.

Pages 235-236 omitted in numbering.